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EVE OF THE POLL

OPTIMISM REIGNS AMONG LEADERS

LAST-MOMENT APPEALS

Conclusion Of A Unique Campaign

THE SEERS AT SEA

On the eve of polling day in the General Election the leaders of the three Great Parties have delivered their final appeal to the country, each more optimistic than the other of success in a campaign, the result of which is problematical owing to the franchise of the "flappers."

The first result is expected from Bury at 10 p.m. (Greenwich time) to-day, and returns will continue till four a.m. to-morrow. The remaining 400 results will begin to be declared to-morrow afternoon.

The University declarations will be made on June 3 and 4, but the Scottish University result is not expected until June 10.

WHO WILL WIN?

London, Yesterday.—Mr. Baldwin, in a flying tour of Lancashire, and speaking at Preston said:

"We prefer deeds to words. I am no orator and have never given any promises and never tried to raise the cheers of the crowd. But I have tried to do something in the last four or five years and I am determined to go on. Whatever the verdict I shall accept it cheerfully."

Mr. Lloyd George and Mr. Ramsay MacDonald spent the day in their constituencies.

Mr. Baldwin in his "eve of the poll message" says that rash Socialist experiments or a state of political uncertainty would be disastrous to the present trade revival and would retard the improvement of the social conditions of the people.

"The Conservative and Unionist Party alone is in a position to guarantee a period of stability and ordered progress. I ask the electors to give our Party a clear majority so as to enable us to persevere in the task of building up the health and industry of the nation on permanent foundations."

Premier Makes a Promise

Mr. Baldwin's speech was broadcast to the country. It dwelt on the Government's achievements. He asked for an opportunity to complete the Conservative's constructive programme.

"I can promise you a resolute and determined will to make the common lot happier and better, to try to win peace, prosperity, stability and security in your work and in your home. I have shown my confidence in the women of this country and I ask them to show confidence in me. You trusted me before. I ask you to trust me again."

Lloyd George's Prediction

Mr. Lloyd George in his speech at Carnarvon predicted:

"The Government is going to have the most tremendous smash of any Government this country ever had."

"Whatever complexion the next Parliament will be there will be enough Liberals in it to force the Liberal unemployment programme through."

Labourites "Stand or Fall"

Mr. J. H. Thomas, in a speech at Derby, said the Labour Party would be ready to accept the responsibility of Government.

"We will neither bargain nor barter, but will stand or fall by the merits of our proposals."—Reuter.

Last Moment Hopes

Mr. Lloyd George told his constituents that the Government was doomed and declared that the Liberal Party could and would conquer unemployment.

Labour headquarters say:

"The returns from all parts of the country indicate that the industrial districts will give the Labour Party majorities. What is more surprising is that the rural constituencies are giving us a lead this time. Even in Devon and Cornwall, where other parties have previously had matters to themselves, candidates and agents are full of expectancy. In London we shall capture enough seats to create a record for the Labour Party. We do not only hope to win back those lost at the last General Election

but constituencies in the west of London are showing signs of support. We believe that some will be won. We expect to have in the new Parliament a majority over the Conservatives and Liberals. A Labour Government will certainly succeed the Baldwin Administration."—British Wireless Service.

A Gala Occasion

London, Yesterday.—London will make a gala occasion of Election Night. The best-known West-End hotels have arranged for festivities until a late hour, and results will be screened for the information of dancers and others.

The Savoy Hotel is also erecting a model "Big Ben," thirty feet high, upon which the state of the parties will be shown by means of illuminated heads of Mr. Baldwin, Mr. MacDonald and Mr. Lloyd George, which will climb St. Stephen's tower in accordance with the progress of their causes. Huge thermometers will be similarly employed at the Hotel Victoria.

The results of Friday's counts will be available to cocktail sippers in restaurant foyers; and some of the big West-End stores are holding parties and fashion parades on Thursday night, while awaiting the results.

A huge announcement screen has been erected in front of one Oxford Street shop, and is certain to attract many thousands of watchers. Special arrangements have been installed at the Stock Exchange to acquaint members of the results on Friday.

Final Words

London, Yesterday.—On the eve of the poll the final messages of leaders were:

Mr. Ramsay MacDonald:

"All signs point to a verdict of ultimate condemnation of the Government for its sins of omission and commission. Public confidence has been so rudely shaken by the Government's mis-handling of foreign affairs that large numbers are going to vote Labour, because they feel that a change is essential, and Britain should give the lead in arbitration and conciliation."

"Both other parties have proved incapable of dealing adequately with social evils, and Labour alone can bring the country through its present difficulties, and establish good conditions for workers of every class."

Mr. Lloyd George says:

"The nation is weary of Tory recklessness and afraid of Socialist extravagance. A better alternative is to elect a Liberal Government, which will grapple energetically and practically with national problems, and build a temple of peace, also a sure foundation of disarmament and arbitration treaties."

—Reuter.

What The Exchange "Quotes"

On the Stock Exchange there have been, for the last two months, dealings in "election forecasts." These have throughout anticipated a considerable reduction in the number of Conservative seats.

To-day's Stock Exchange quotations are:

Conservatives 259

Labourites 246

Liberals 98

Independents 7

—British Wireless Service.

Last Election Figures

At the General Election in 1924, the state of the Parties was:

Conservatives 418

Labourites 150

Liberals 40

Irish Nationalist 1

Independents 4

(Continued on Page 9.)

NEW ALLIES AGAINST CHIANG?

YEN TO JOIN FENG COUNTERING MANCHURIA AND NANKING

CONFERENCE IN SHANSI

Shanghai, To-day.

According to competent observers, General Feng Yu-hsiang's telegram to General Yen Hsi-shan and the latter's reply to him, which were given out for publication by the Nanking authorities, indicate that Yen Hsi-shan really wished Feng Yu-hsiang to proceed to Shansi in order to confer on a proposed military alliance. Yen Hsi-shan, it is reported, suggested to Feng Yu-hsiang to hold a meeting at Yucheng, a city in South-West Shansi.

Mind Made Up

The official report circulated by the Nanking publicity bureau, stating that Yen Hsi-shan is intending to join Feng Yu-hsiang to travel abroad, is deemed to be unfounded. And why Yen Hsi-shan suddenly made up his mind to side with Feng Yu-hsiang has yet to be explained.

Since Chiang Kai-shek had differences with Feng Yu-hsiang, the former never had much confidence in Yen Hsi-shan. The fact that a pro-Chiang force from Manchuria recently marched within the Great Wall has some bearing on a rumour that Chiang Kai-shek has secretly encouraged Chang Hsueh-liang, head of the Manchurian Government, to extend his control over the north of Chihli province, in order to check Yen Hsi-shan's expanding influence in North China.—Nan Chung Kuo News Service.

Nanking's Approval

Nanking, Yesterday.—The Nationalist Party propaganda department approves the (reported) decision of General Feng Yu-hsiang to retire from political and military services in China and to go abroad. It is also intimated that unless Feng Yu-hsiang retires early, General Yen Hsi-shan (of Shansi) and General Chang Hsueh-liang of Manchuria will join Marshal Chiang Kai-shek against him.

Han Denies Treachery

Shanghai, Yesterday.—According to the Shanghai correspondent of the South China News, General Han Fu-chu, one of the military lieutenants of General Feng Yu-hsiang, has cabled to one of his friends in Shanghai denying the report of the Kuomintang publicity service that he is to transfer his allegiance to Marshal Chiang Kai-shek.—Nan Chung Kuo News Service.

The Trip Abroad

Shanghai, Yesterday.—A Kuo Min message from Peking says it is "reported that Feng Yu-hsiang has decided to retire from politics and to go abroad with Yen Hsi-shan. Feng Yu-hsiang is now drafting a circular telegram announcing his retirement."

The message adds that Feng Yu-hsiang and Yen Hsi-shan will meet shortly at Yucheng in South Shansi, whence they will start together on a trip around the world.—Reuter.

Manchuria Intervenes

Peking, Yesterday.—Generals Chang Hsueh-liang, Chang Tso-hsiang and Wan Fu-lin, the heads of the Three Eastern Provinces, after a conference at Mukden, have sent out a circular telegram denouncing Feng Yu-hsiang. The telegram draws attention to the unification which has just been completed and points out that reconstruction is proceeding apace since the successful Disbandment Conference.

They (the three Generals) are astonished to see the Kuomintang (Feng's Army) wrecking railways, stopping foodstuffs reaching famine areas and issuing telegrams against the Government. For single bodies to take such actions is illegal and slight the sovereignty of the people.

The Kuominchun actions appeared to be instigated by Red elements and the Manchurian authorities therefore are ready to take action against them.—Reuter.

Instigated by Reds?

They (the three Generals) are astonished to see the Kuomintang (Feng's Army) wrecking railways, stopping foodstuffs reaching famine areas and issuing telegrams against the Government. For single bodies to take such actions is illegal and slight the sovereignty of the people.

The necessary evidence of identification was given this morning, and Lau Chui-shi being again absent, his Lordship gave judgment.

Plaintiff was granted his application and also damages amounting to \$8,500 against the woman, which was the market value of the shares. Costs were also granted to plaintiff.

Closed since May last year the Vogrie Colliery's Mossend Pit, Midlothian, was reopened last month.

A PATRIOT'S DEATH

PROTEST AGAINST BAD GOVERNMENT

HOW HE "LOST HIS HEAD"

(From Our Own Correspondent.)

Yunnanfu, May 18.

There was living here a man who used to write by hand the Nationalist slogans with which the walls were plastered at times of excitement or crisis. A few days ago, this man, being a patriot, wrote three slips, which read:

"Down with Lung's government." (Note: General Lung Yen is Governor of Yunnan province.)

"Down with those who put up the price of rice."

"Down with those who have ruined the currency."

These he stuck upon the walls early one morning, but, at about nine o'clock, they were discovered by the authorities and taken down, and this man was sent for.

"I Am Ashamed!"

He was asked "Did you write these and put them up?" "Yes," he replied. "Why did you do it?"

"Because I love my country and am ashamed that these things are done," he said.

"Well," he was told, "people who lose their heads like this and seek to stir up trouble are liable to lose their heads actually."

"I don't mind," he replied. "I am prepared for that, but I would like to ask if it is not true that since this government came into power, this province has gone from bad to worse?"

"It is not true that the price of rice has gone up from Yunnan \$12 to Yunnan \$80 during the same time?"

Killed by Troops

"Is it not also true that the exchange which was less than 300 has gone up to 800?" Is it not also true that the people are dying by hundreds because they cannot buy rice?

"I am willing to sacrifice my life for the good of my country, as a protest against bad government."

He was then taken outside and stabbed to death by the soldiers.

SIR R. HO TUNG

Guest of the National Government

Nanking, Wednesday.

Representatives of 19 countries are here attending the funeral ceremonies.

The National Government's guests include Sir Robert Ho Tung, who is staying at the finance Minister's residence.—Reuter.

SHARES OWNERSHIP

CLAIMED BY CHINESE HEAD TALLYMAN

WRONGFUL DETENTION

Wong Ping-kui, head tallyman of the Wing On Company, sued the Wing On Company and Lan Chui-shi, at the Supreme Court this morning before the Chief Justice, Sir Henry Collan.

The action arose in respect of 20 shares in the Wing On Company. Plaintiff asked for a declaration that he was the rightful owner of the said shares—Nos. 8768-8787. He further asked for the return of the certificates, and damages against Lau Chui-shi for wrongfully detaining the shares, or that they be deemed to be lost or cancelled if he failed to return, and also costs.

The plaintiff's story was that he entrusted the shares to his wife when he went abroad. She died while he was away and the shares came into the possession of Lau Chui-shi.

Mr. Hin Shing-le appeared for both defendants. The case first came up on April 15, when Lau Chui-shi did not appear and his Lordship indicated he must be satisfied that the writ of summons, statement of claim, and date of trial had been communicated to her.

The necessary evidence of identification was given this morning, and Lau Chui-shi being again absent, his Lordship gave judgment.

Plaintiff was granted his application and also damages amounting to \$8,500 against the woman, which was the market value of the shares. Costs were also granted to plaintiff.

TO-DAY'S DOLLAR

The closing rate of the dollar on demand, to-day was 1/11 1/16.

HAS CANTON CRISIS PASSED?

SILVER TIDE TURNS

COINS PUT IN SHAMEEN NOW TAKEN BACK

CENTRAL BANK'S CONFIDENCE

Canton, To-day.

The management of the Central Bank of Canton brought back a consignment of silver coins from a depository in Shameen on the afternoon of May 28. This consignment of silver coins was transferred there—for safe custody—by the Bank during the critical period when Canton city was momentarily expected to fall into the hands of the Kwangsi faction.

—Nan Chung Kuo News Service.

Canton, To-day.

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital \$50,000,000
Issued and Fully Paid-up \$30,000,000
Reserve Funds \$2,000,000
Sterling £6,000,000
Silver \$14,000,000
Reserve Liability of Proprietors \$20,000,000

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JALALAH SONGKEI PATANI
JOHORE THIENSHIN
KUCHING TOKYO
KOBE TSINGTAO
KUALA LUMPUR YOKOHAMA
Kuala Lumpur, 11th March, 1929.

Current Accounts opened in Local Currency
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several periods, will be quoted on application.

Hong Kong, 21st May, 1929.

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The business of this bank is conducted
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FOR THE HONGKONG & SHANGHAI BANKING CORPORATION.

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Hong Kong, 18th September, 1927.

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Hong Kong Office: 11 Queen's Road Central.
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Reserve Liability of Proprietors £2,000,000

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(Malaya)
AMITABH KUCHING
BANDUNG MEDAN
BANTING MEDAN
BOMBAY NEW YORK
CALCUTTA PENANG
CAVNPUR PESAWAR
CHENGDU PENANG
CHILOE PENANG
DAIRKES SAIGON
DAIRKES SEMARANG
DAIRKES SHANGHAI
DAIRKES SINAGPORE
DAIRKES SOHRABAYA
DAIRKES THIENSHIN
DAIRKES TOKYO
DAIRKES TSINGTAO
DAIRKES YOKOHAMA
DAIRKES ZAMBIANGA
DAIRKES (Philippines Islands)
DAIRKES (Malaya)

Foreign Exchange and General
Banking Business transacted.Current Accounts opened and Fixed
Deposits received for 1 year or shorter
periods at rates which will be quoted
on application.

行銀商工法中

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L. BERNIS,
Manager.

Hong Kong, 3rd August, 1928.

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Incorporated by Royal Charter, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000Reserve Liability of Proprie-
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DAIRKES THIENSHIN
DAIRKES TOKYO
DAIRKES TSINGTAO
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Foreign Exchange and General
Banking Business transacted.Current Accounts opened and Fixed
Deposits received for 1 year or shorter
periods at rates which will be quoted
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Manager.

Hong Kong, 8th January, 1929.

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Tamsui, Toen, Heito, Taito.

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Deposits which will be quoted on application.K. NAGURA,
Manager.

Hong Kong, 27th May, 1929.

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HEAD OFFICE:

96, Boulevard Haussmann, Paris.

Subscribed Capital Frs. 72,000,000.00

Paid-Up Capital Frs. 68,400,000.00

Reserve Funds Frs. 102,000,000.00

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HONG KONG BRANCH:

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LOOK POONG SEAN,

Chief Manager.

Hong Kong, 19th February, 1929.

COMMERCE
AND
FINANCE.

MUSCLE SHOALS

KNOTTY PROBLEM FOR
PRESIDENT

LEASE URGED

[By Arthur Crawford]

Muscle Shoals, which furnished a
knotty problem for his three pre-
decessors, is to receive the attention of
President Hoover.

Some recommendation on the ques-
tion of the disposition of the water-
power plant on which the government
expended nearly \$130,000,000, will
probably be incorporated in the pre-
sident's annual message at the open-
ing of the regular session of congress
next December. Already Mr. Hoover
has consulted with some of the mem-
bers of congress and others who are
interested in the matter.

Even if the supreme court should
hold that a "pocket veto" at the end
of a session other than the wind-up
is illegal, the president may offer some
new suggestions for legislation. Mr.
Hoover is unlikely to be satisfied to
proceed under the Norris government
measure which President Coolidge killed by the pocket veto.

Russian—Peasants are not
satisfied with present ruling prices,
and some of them are holding back
supplies. It is a poor crop, however,
and even at a shade less money is not
attracting Spinners' attention.

Soviet—The Russians are firm in
their ideas, and some moderate busi-
ness is in progress. The quoted
prices have been turned down. How-
ever, a very large quantity, probably
3,000 tons, of Dow-retired tow has
been sold to U.K. and the Continent.
This has steadied the tow market.

Yarns

No very pronounced change in the
market since last report. Demand
without much animation but still
sufficient to prevent any accumulation
of importance. Prices steady.

Foreign spinners considering reduced
production.

No Large Business

There is considerable enquiry about,
but not large business being placed
by the American farm bureau and
other groups, for the leasing of
the plant to the American Cyanamid
company, the corporation which uses
the process for manufacture of
nitrate for fertilizers, for which
Muscle Shoals is equipped. The bill
providing for acceptance of this offer
as introduced by the late Martin M.
Madden of Chicago was approved by
the house military affairs committee
in the closing days of the recent ses-
sion.

A Fifty Year Lease

According to computations made

originally by Mr. Madden, the 50-

year lease proposed by the American
cyanamid company would yield an
average annual return on the govern-
ment's investment in dams and power
plants of slightly more than 4 per
cent. In making this computation,
however, there is deducted a consider-
able part of the cost as properly
chargeable to navigation and also
there is not taken into account the
government's investment in nitrate
plants which the lessee would have
been very closely cut; this, how-
ever, is not exceptional. All lines in
handkerchiefs have sold well, and
more dozens have been already placed
than at the corresponding period
last year. Up to date styles are the
breath of life in the handkerchief

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K. 661 — No. 2, Saigon Street, Yau Ma Tei or C. 2560 — No. 36, Tung Man Street.

NOTICES.**PUBLIC NOTICE.****PLAYING FIELDS COMMITTEE.**

IT IS HEREBY NOTIFIED that the PLAYING FIELDS COMMITTEE is desirous of obtaining the views of as many interested persons and associations as possible, and those who have any suggestions or representations to make regarding the present and future provision of playing fields in the Colony are invited to forward them early to Mr. T. Megarry, Secretary to the Committee, at the Colonial Secretariat.

Any one wishing to support his written representations by oral evidence before the Committee is requested to inform the Secretary accordingly.

Hong Kong, 22nd May, 1929.

G.**NOTICE.****NOTICES.****HONG KONG JOCKEY CLUB.****SUBSCRIPTION GRIFFINS.**

MEMBERS are requested to send in their applications for the above before FRIDAY, 31st May, as it is proposed to close the list of subscribers on that date.

By Order,

C. B. BROWN,
Secretary.

Hong Kong, 23rd May, 1929.

NOTICE.

AS FROM 22nd May, 1929, Mr. A. E. D. SHANK has been appointed Managing Director of the Kowloon Tong and New Territories Development Co., Ltd.

By Order of the Board.
Hong Kong, 25th May, 1929.

HERIOTONIANS.

HERIOTONIANS — To enable JUNE DAY to be celebrated in the traditional way it has been decided to hold a dinner at the Hong Kong Hotel Roof Garden on Monday, June 3, at 8 p.m.

All HERIOTONIANS are requested to communicate with A. N. Braude, c/o H.K. Telephone Co., C. 606, or K. 388.

PEAK TRAMWAYS COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Hong Kong Hotel, Hong Kong, on FRIDAY, June 7, 1929, at 11 a.m. for the purpose of receiving the report of the Directors together with a Statement of Accounts for the year ended April 30, 1929.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, June 1, to FRIDAY, June 7, 1929, both days inclusive. JOHN D. HUMPHREYS & SON, General Managers.

Hong Kong, May 28, 1929.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE FORTY-EIGHTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 19th June, 1929, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th June to 3rd July, 1929, both days inclusive.

By Order of the Board.
JARDINE, MATHESON & CO., LTD., General Managers.

Hong Kong, 24th May, 1929.

THE Undersigned have received instructions to sell by Public Auction**ON**

FRIDAY, the 31st May, 1929, commencing at 10 a.m. at "Craigmill West," No. 505, The Peak (Magazine Gap)

A Quantity of VALUABLE HOUSEHOLD FURNITURE (Particulars from Catalogue).

One, Upright Piano by "John Broadwood & Sons"

One Victoria

and A Quantity of Canton Black-wood Furniture.

On View from Thursday, the 30th May, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 29th May, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, May 31, 1929, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Valuable Collection of CURIOS.

(Particulars from Catalogue). On View from Thursday, May 30, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, May 28, 1929.

You have more assurance by taking

OUR NATURAL CHINESE MEDICINE & PILLS.

on Sale at:

SHING CHAI TONG DRUG STORE.

Established 1892.

180, Queen's Road C.

Tel. C. 1853.

THESE are models of Ever-

I sharp elegant enough to

satisfy the most extravagant

taste—others simple enough

to please the most moderate

taste. All are pencils of real

beauty and so perfectly made

that we guarantee them

against all defects.

For sale at leading shops everywhere.

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DODWELL & COMPANY, LTD.
FOR NEW YORK AND BOSTON via SUEZ.

LLOYD TRIESTINO

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
FOR BRINDISI, VENICE AND TRIESTE (Fiume).
TAKING CARGO ON THROUGH BILLS OF LADING TO
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

BRINDISI, VENICE & TRIESTE £750.0.
NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.

S.S. "NIPPON" Sails on or about 8th June.
S.S. "TIMAVO" Sails on or about 20th June.
M.V. "HIMALAJA" Sails on or about 9th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

S.S. "ROSANDRA" Sails on or about 1st July.
M.V. "ROMOLO" Sails on or about 5th June.
S.S. "FIUME" Sails on or about 18th June.
S.S. "VENEZIA" Sails on or about 25th June.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO
SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" Sails from Calcutta 4th June.
S.S. "UMZUMB" Sails from Calcutta 3rd August.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines apply to:
DODWELL & CO., LTD., Agents.
Telephone Central 1030.

N.Y.K LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
£120, £112, £110, £102, £83, via San Francisco.
£95, £90 10s. via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU Wednesday, 12th June.

SHINYO MARU Wednesday, 10th July.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

SHIZUOKA MARU Monday, 17th June.

YOKOHAMA MARU Monday, 1st July.

LONDON, MARSELLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

KATORI MARU (Calls Liston) Saturday, 1st June.

ATSUTA MARU Saturday, 15th June.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU Wednesday, 26th June.

AKI MARU Wednesday, 24th July.

COMBAY via Singapore, Penang, & Colombo.

SADO MARU Tuesday, 11th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

GINYO MARU Thursday, 30th May.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

WAKASA MARU Friday, 7th June.

NEW YORK via PANAMA.

ASUKA MARU Friday, 31st May.

LIVERPOOL via Port Said, Geneva, Marseilles.

DAKAR MARU Monday, 10th June.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU Friday, 31st May.

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU (Moji direct) Thursday, 6th June.

SUWA MARU Monday, 10th June.

TSUSHIMA MARU Friday, 14th June.

*Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 and 3897. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.

ANDES MARU Sunday, 9th June.

BIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.

MANILA MARU Thursday, 27th June.

BOMBAY—Via Singapore & Colombo.

SHINNOHO MARU (Calls at Kara chi) Monday, 3rd June.

SUMATRA MARU Wednesday, 19th June.

DURBAN, FLORENCE MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MONBASA—Via Singapore & Colombo.

CHICAGO MARU Friday, 31st May.

CALCUTTA—Via Singapore, Penang & Rangoon.

INDUS MARU Sunday, 2nd June.

CELEBES MARU Tuesday, 18th June.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.

ALABAMA MARU Monday, 10th June.

ARABIA MARU Sydney.

MELBOURNE—Via Manila, Brisbane & Sydney.

MADRAS MARU Thursday, 6th June.

HAIPHONG—Via Hoi An & Palkhol.

MANENO MARU Thursday, 6th June 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS—ATLAS MARU Sunday, 8th June.

SOURABAYA MARU Sunday, 8th June.

KEELUNG—Via SWATOW & AMOY Sunday, 2nd June 3 p.m.

HONG MARU Sunday, 2nd June.

TAKAO—Via SWATOW & AMOY Thursday, 20th June Noon.

DELI MARU Sunday, 9th June.

TAKAO & KEELUNG—SOURABAYA MARU Sunday, 9th June.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4058, 4059, 4060. M. TAKEUCHI Manager.



SHIPPING SECTION.

PAUL LECAT"

THE END OF A WELL-KNOWN VESSEL

The famous Messageries Maritimes liner "Paul Lecat" one of the best-known steamships on the Eastern trade, has been condemned as not worth repair, and has been sold by the Services Contractuels as she was burned out at Marseilles.

She was the first ship of the new Messageries Maritimes programme, and caused a great sensation when she was built at their own yard at La Ciotat in 1911, for her gross tonnage of 12,550 was nearly double that of any other ship of their fleet, and she promised a new era on the heavily subsidized—but very popular Eastern service.

She was a twin-screw steamer, with quadruple-expansion engines driving her at a speed of fifteen knots, and had passenger accommodation which was far in advance of any of her predecessors.

Also, she was a very fine-looking ship with her slightly curved stem and two big funnels. She was designed for the Japanese service, and was well known on the Indian run as well, and had made a great reputation for herself when war broke out. She was immediately armed and commissioned as a heavily armed transport rather than a cruiser, although she had been originally designed with cruiser duties in view, had been receiving a heavy annual subsidy for that purpose and had a battery of quick-fires reserved for her at home and in the East.

She did excellent work carrying French troops to the Dardanelles Expedition and from Africa to France, in addition a certain amount of patrolling.

After the Armistice there was so much arrears of business to be worked off by her owners that she was put on to the Far Eastern service immediately, and it was not until the beginning of 1922 that she went to her old yard at La Ciotat to be thoroughly overhauled and recommissioned as a first-class passenger ship.

SHIPBUILDING

NINE POINTS FOR CONSIDERATION

[By Maxwell Ballard, M.N.I.A.]

Many thinkers hold the view that the fear of unemployment is the basic most modern evil. When analysed there is little doubt that it is very close thereto, varying only in form from merchant prince to manual worker, and the degree of their responsibilities. Each New Year throughout the long years of depression, 1921 to the present time, we have hoped afresh or listened eagerly to any buoyant expressions of opinion, and each year we have been disappointed, visiting the sins of the optimist upon him.

Again—a year-dawns, and we try to penetrate the future in a renewed hope for better times. With the bitterness of the past in mind it is with some caution that one expresses an optimism which has, however, for its basis a galaxy of facts. From these facts it is possible for each to gauge his own views, and perhaps to afford a little more enlightenment.

In the first place, it is necessary nowadays to take a world view instead of the more partial view which was perhaps sufficient in pre-war periods, both as regards the shipbuilding market and its raison d'être—trade. Then we had almost a world monopoly of shipbuilding, with a cloutage that was conducive to complacency, and trade conditions were very different to that of the present time. To-day the industry is a multi-national one, and shipping trade is limited by the restricted purchasing power resulting from the war, by protective tariffs of each nation, and by a host of other factors which space does not permit for dealing with herein.

It is possible in this brief space only to summarise facts and to neglect figures. In analysing the latter deal with past achievements. From these which do not pretend to cover the whole field, however, the reader will be able to gauge their prospective effect himself.

Nine Points

1. There is evidence that the export of coal is again forging ahead. We have regained the South American markets from the U.S.A., and are progressing definitely in India. Australasia is showing a demand for our coal, whilst there are signs that the European markets have done their worst, and we are steadily picking up some, at least of that which we lost through post-war and legislative conditions.

2. The steadily increasing population of the world and its need of cereals and goods is asserting its influence due to the more easy international financial conditions.

3. The past year has witnessed a remarkable recovering in financial stability of both France and Germany, the effect of which on Europe is being felt.

4. All the nations of Europe are setting definitely to work, and developing in a greater degree than in any post-war year.

5. Shipping is going through the fires—from which our industry may be said to be emerging—and is replacing its inefficient units with modern economical vessels, and there is a long tale to be told and much building to be done before shipowners can view the situation with any ease. There is hardly a merchant line that could emerge unscathed to-day.

6. In shipbuilding the industry was never so efficient in its productive ability. We are building better ships, we are able to build more quickly, and to offer a more attractive proposition hitherto approached—whilst, speaking relatively, all the facts, we are building more cheaply.

7. In relation to foreign shipbuilding, the competition of which we felt so severely, our position has decidedly improved, and we are regaining some of our lost markets, not only in open competition, but in the recognition of the quality of our production, which is re-assuring itself, and bringing back old clients.

8. The artificial and uneconomic subsidising of building in foreign countries is causing much keen heartburning therein, and is steadily adding to the inevitable and unprofitable schemes; and this must naturally react upon the British shipbuilding industry in its present state of eager efficiency.

9. Finally, size and wastage have taken their toll. Delay in replacement through bad trade, and postponement of the evil day, cannot now be long maintained in face of a beginning of trade recovery, of which one seems to read the first signs.

Space permits no more; though it is only too apparent that the above but fringes the subject; but taking the long view, it does seem we have reason for a tempered optimism.

For the present we can only rely upon the confidence of shipowners and the extra prospective orders, since a good deal of tonnage has recently been placed—"The Shipyard."

The upper "twelve deck" is arranged for the carriage of pilgrims, in addition to two spaces for special cargo, mail-room and explosives-room. Accommodation for 25 first-class passengers is provided.

The ship is propelled by a two-stroke single Sulzer diesel engine, developing 7,040 shaft h.p. at 100 revolutions per minute, with either cylinders, of 820 m.m. diameter, and 1,440 m.m. stroke.

On the vacated berth the keel has been laid for the twin-screw passenger motor liner "Dempo," of 5500 t. length, 70ft. breadth and 44ft. depth, for the Rotterdam Lloyd.

WARSHIPS HERE

The following are the warships in harbour:

Bashin—L16 and H.M.S. "Tamar" Wall Dock—H.M.S. "Thracian" and "Soppy" In Dock—H.M.S. "Bruce," "Somme" and "Sirdar." No. 6 Buoy—H.M.S. "Cornwall" U.S.S. "Guam." French Sloop "Bellatine" Chinese Gumboats "Kwang Yuen" and "Chu Tai."

SIGHTSEERS KEEN

TO SEE "A WONDER OF THE WORLD"

2,000-YEAR OLD SHIPS

A steady stream of motor-cars moves out of Rome every day bearing crowds of sightseers anxious to be among the first to set eyes, after an interval of almost twenty centuries, on what in Caligula's days were considered to be among the seven wonders of the world.

These are the Emperor's famous pleasure ships that once floated proudly on "Diana's Mirror," or the Lake of Nemi, from which water is now being pumped to recover the vessels.

They were sunk in the Lake of Nemi, from which water is now being pumped to recover the vessels. They go as far as Genzano, perched high up on the rim enclosing the lake, which occupies the crater of a volcano long since extinct.

From Genzano one proceeds to the edge of the lake down a precipitous country lane.

Near the lower end of the lane is a concrete platform which was originally built on the level of the water, but which now, owing to the drop in the water level, is some twenty feet above it. On the platform are four powerful electrically driven pumps which every day draw an untold number of millions of cubic feet of water out of the lake, lowering it by about two inches.

At a little distance from the water marks the spot where the first visible portions of Caligula's ships may be seen.

Outline of Vessel

Through the clear water the faint outline of a ship may be seen. It lies at a sharp angle, its poop, which points inland, being many feet above the prow, which is towards the centre of the lake.

It is inclined on its left side. More of it would be visible but for the slime, sand, weeds and stones which cover it.

Another ship lies at a much greater depth, and though this vessel is not visible its position has been accurately located. It also will be left

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

Straits, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDES, MAURITIUS, EAST AND SOUTH AFRICA.
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

| S. S. | Tons | From Hong Kong About | Destination |
|-------------|--------|----------------------------|---|
| LAHORE | 5,252 | 1st June | Marseilles, London, Antwerp, Rotterdam & Hamburg. |
| DELTA | 8,097 | 8th June | Marseilles, London & Hull. |
| JEYFORE | 5,313 | 15th June | Marseilles, London, Antwerp, Rotterdam & Hamburg. |
| RAJPUTANA | 16,563 | 22nd June | Bombay, Marseilles & London. |
| PERIM | 7,443 | 29th June | Marseilles, London, Antwerp & R'dam & Hamburg. |
| KASHGAR | 9,045 | 6th July | Marseilles, London & Hull. |
| MIRZAPORE | 6,715 | 9th July | Straits, Colombo & Bombay. |
| Cargo only. | | | |

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

| | | | |
|---------|--------|-----------|-------------------------------|
| TALMA | 10,000 | 12th June | Singapore, Penang & Calcutta. |
| SANTHIA | 7,752 | 4th July | Singapore, Penang & Calcutta. |
| TILAWA | 10,000 | 13th July | Singapore, Penang & Calcutta. |
| TALAMBA | 3,013 | 26th July | Singapore, Penang & Calcutta. |
| TAKADA | 6,949 | 27th July | Singapore, Penang & Calcutta. |
| TAKLIMA | 7,735 | 8th Aug. | Singapore, Penang & Calcutta. |

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

| | | | |
|------------|-------|-----------|--|
| TANDA | 6,956 | 31st May | Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne. |
| ST. ALBANS | 4,500 | 5th July | Hong Kong, 24th May, 1929. |
| ARAFURA | 6,000 | 2nd Aug. | |
| | 6,956 | 30th Aug. | |
| ST. ALBANS | 4,500 | 4th Oct. | |

Calls Ilalo & carries Orchestra.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Ilalo, Cebu, Koloengulan, Tawau, Timor, Darwin, or other ports en route as indicated offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

| | | | |
|---------------------|-----------|-----------|----------------------------------|
| ST. ALBANS | 4,500 | 4th June | Moji, Kobe, Osaka & Yokohama. |
| KASHGAR | 9,005 | 7th June | Shanghai, Moji, Kobe & Yokohama. |
| SANTHIA | 7,754 | 6th June | Anony, Moji, Kobe & Osaka. |
| "TILSWINGTON COURT" | 10th June | | |
| *MIRZAPORE | 6,715 | 10th June | Shanghai, Moji, Kobe & Yokohama. |
| *ALIPORE | 5,273 | 19th June | Shanghai, Moji, Kobe. |
| KHIVA | 9,135 | 21st June | Shanghai, Moji & Yokohama. |
| TILAWA | 10,006 | 23rd June | Anony, Moji, Kobe & Osaka. |
| TAKADA | 6,949 | 1st July | Anony, Moji, Kobe & Osaka. |
| KHYBER | 9,114 | 5th July | Shanghai, Moji, & Yokohama. |
| *KIDDERPORE | 5,334 | 6th July | Shanghai, Moji & Kobe. |
| TALAMBA | 8,016 | 6th July | Anony, Moji, Kobe & Osaka. |
| ARAFURA | 6,000 | 9th July | Moji, Kobe, Osaka & Yokohama. |
| MALWA | 10,980 | 19th July | Shanghai, Moji, Kobe & Yokohama. |
| TAKLIMA | 7,933 | 19th July | Anony, Moji, Kobe & Osaka. |
| TALMA | 10,000 | 30th July | Anony, Moji, Kobe & Osaka. |

Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than $\frac{1}{2}$ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further Information, Passage, Freight, Handbooks, etc., apply to:

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "NELEUS" ... Via Suez Canal 5th June.

S.S. "CITY OF MOBILE" ... Via Suez Canal 15th June.

S.S. "MACHAO" ... Via Suez Canal 3rd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

For Freight and particulars apply to:

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., Hong Kong.

Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

LINER AND TUGS

FOUR BLASTS MISTAKEN FOR THREE

CROSSING AHEAD

Setting out to cross the Thames from north to south, the steamship "Jolly Iris," 448 tons gross, found the 10,000-ton Canadian Pacific liner "Marloch" on her port hand coming up the river on the north side, with four tugs in attendance. She said she gave a port signal to the "Marloch," which had sounded three and the vessel held on. The "Marloch's" case was that with her four tugs she was showing the lights of a steamer not under command, and sounded four, not three, blast for a sailing barge, which went clear.

In the Admiralty Court, both claims, by the "Jolly Iris" and counterclaim, came before Lord Merrivale, and Mr. J. Stephens, K.C., and Mr. H. C. S. Dumas argued the case for "Jolly Iris" (instructed by Messrs. Butterell, Roth & Temperley, Newcastle, London agents, Messrs. Butterell and Roache), and Mr. E. A. Digby, K.C., and Mr. Lewis, for the "Marloch" (instructed by Messrs. W. A. Crump and Son).

The "Jolly Iris" admitted fault, but said she was not more than half to blame, and fault was in the liner also, and on that issue the contest was waged. The "Jolly Iris" was leaving Lavo's Chemical Works for Jersey, and pleaded that the weather was foggy, at six o'clock on the night of January 30 last. She blamed the "Marloch" for not manoeuvring towards the north shore to pass behind her, but angling to the south shore instead. The "Marloch" replied that she saw the "Jolly Iris" on her starboard bows, at 500ft, and hailed her to keep clear, and the "Jolly Iris" failed to give notice on leaving Barking Creek, and wrongfully attempted to cross ahead.

CONSIGNEES.

NOTICE TO CONSIGNEES.

Steamship "VENEZIA-L" From Trieste, Venice, Spalato, Brindisi, Suez, Port Said, Massawa, Karachi, Colombo, Penang & Singapore.

CONSIGNEES of cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hong Kong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence or from the wharves delivery may be obtained.

Optional cargo will be forwarded without notice to the contrary to be given before 24th instant.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 9th June or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 30th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No fire insurance has been effected.

Bill of lading will be countersigned by

DODWELL & CO. LTD.

Agents.

Hong Kong, 24th May, 1929.

NOTICE TO CONSIGNEES.

From MIDDLESBROUGH, ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship, "BENRINNES"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous Godowns of the Hong Kong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 1st June, 1929, will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th June, 1929, or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 31st inst. at 10 a.m. by Messrs. Goddard & Douglas.

No fire insurance has been effected.

Bill of lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hong Kong, 25th May, 1929.

HONG KONG TIDE.

The tide-table given below has been obtained by aid of the Tide-predicting Machine, which includes 40 components for the better prediction of tides, from the result of the analysis of the tidal observations, taken at the Kau Lung tidal observatory under the direction of Dr. Deberec during the years 1887, 1888 and 1889.

The times and heights are given for Kau Lung, but they may be used for the Victoria Naval Yard and Aberdeen, the differences being very small.

The times of high and low-water must not be considered to coincide with the times of slack-water and change of current, the two phenomena being quite distinct.

Single screw steel passenger and cargo motor ship. Dimensions: — 154' 0" B.P.

x 28' 0" Mld. x 11' 6" Mld.; D.W. 470 tons; B.H.P. 360; Speed 10½ knots. Built and machinery installed by The Hong Kong & Whampoa Dock Co., Ltd., to the order of La Naviera Filipina Inc., Cebu for Philippine coasting service.

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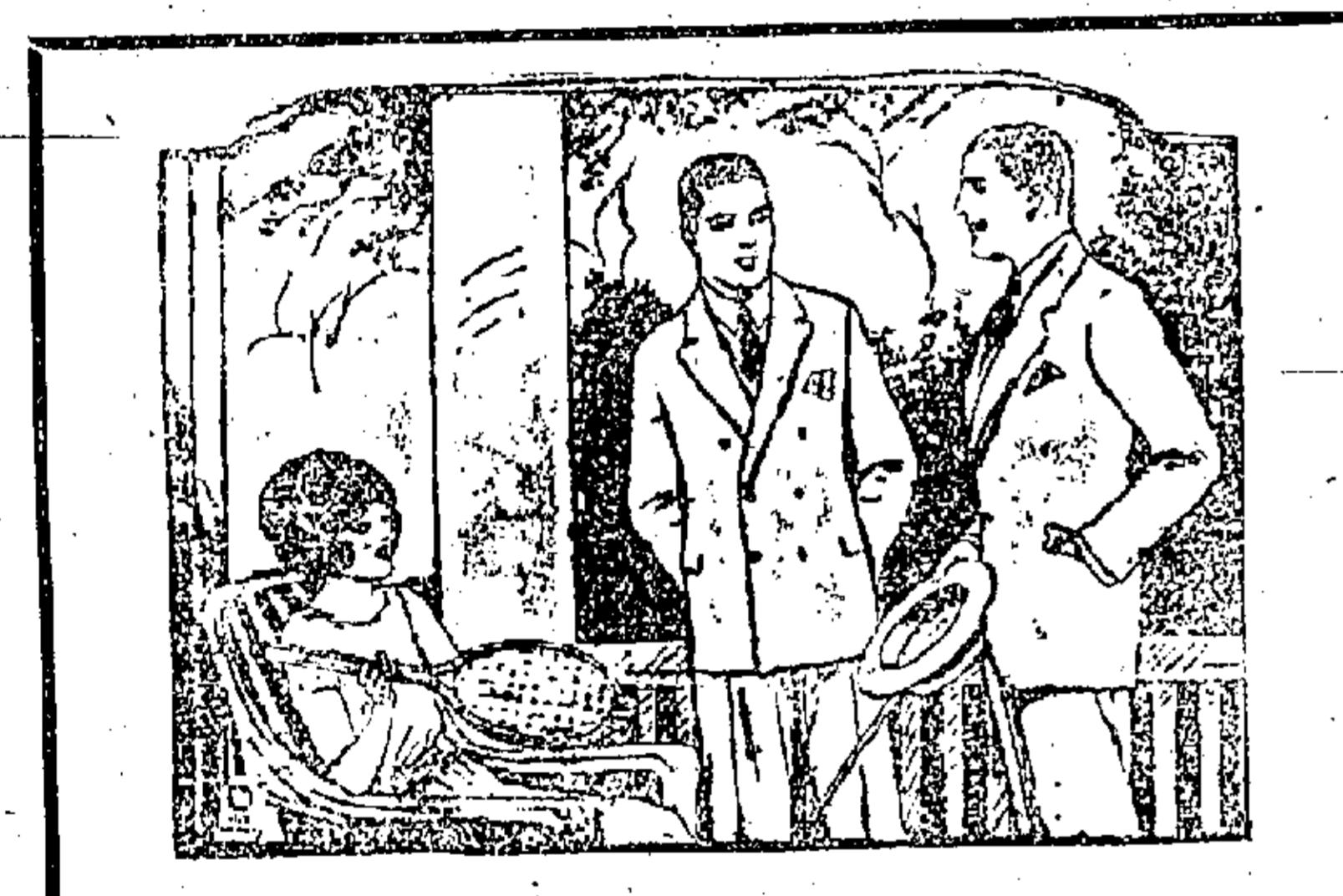
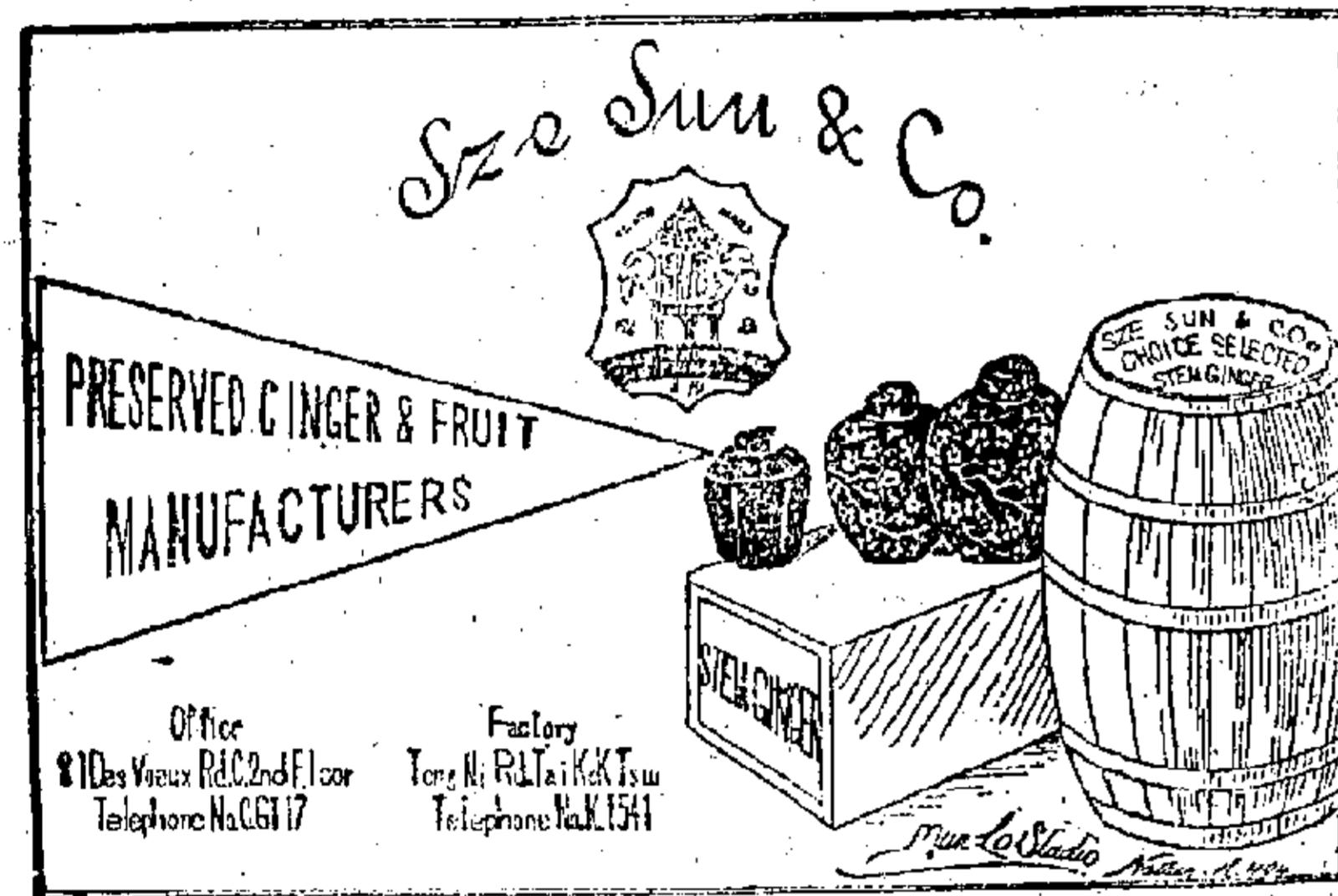
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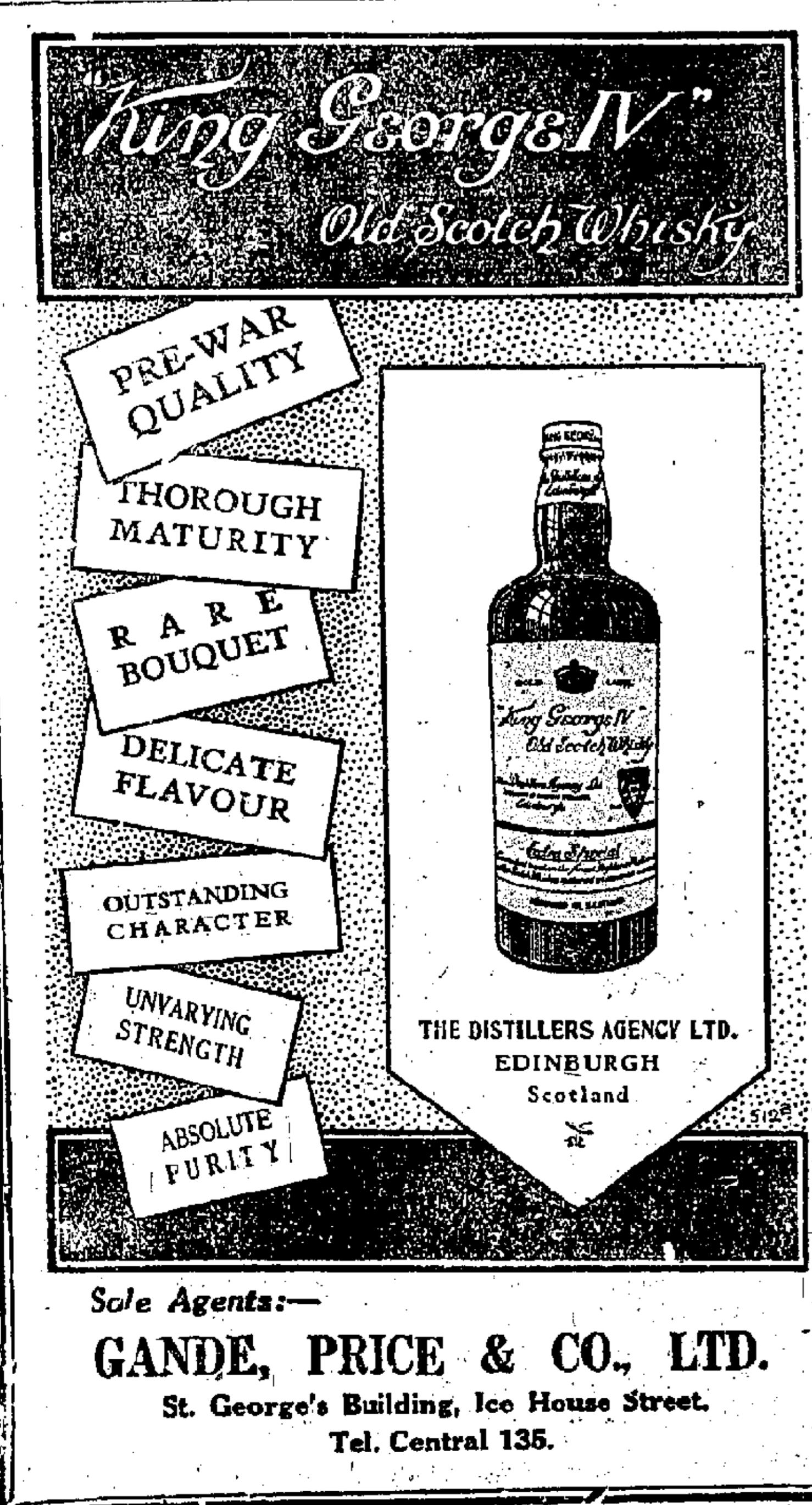
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Hong Kong, Thursday, May 30, 1929.

BRITAIN'S POLLING DAY

To-day all the excitement, all the hopes and anxieties of the past few weeks that have led up to the polling in connection with the General Election will find relief in the registering of votes. And to-morrow the result will be known in many of the constituencies. Even in ordinary circumstances the result of an event that is held only once in five years is exciting enough—and it is five years since the last General Election—but when such an event is made all the more absorbing and doubtful by the entrance into the fray of an enormously increased women's vote, naturally the excitement becomes more tense. There has been, we imagine, more speculation as to the probable result of the present election than of any election for many a year past, and it is likewise very doubtful if the chief opponents in this grim political struggle were ever before more highly organised or more vitally alert to take advantage of everything that might be in their favour than they are on the present occasion. The Labour Party which, a decade ago, was practically non-existent as a serious opponent of the two century-old Parties—the Conservatives and the Liberals—is to-day at least as highly organised as either of these Parties. It was indeed their organisation that brought them into short-lived power in 1924, and not improbably it may be the primary cause of bringing about success to them in the present election. To-morrow we shall know.

The result of the poll is the best and only reliable indication of the electors' views and, until it is announced, what the Party leaders think of themselves or of their opponents is a matter of little moment. Prophecy is proverbially fatuous, and never more so than on the eve of the present election, the result of which is being eagerly awaited far beyond the confines of Home constituencies.

One case of small-pox (Sinhalese) was notified yesterday.

The forthcoming wedding is announced of Mr. Theobald H. Diehl, Mills manager of Manila, to Miss Helga Johnsen, also of Manila.

Charged with stealing a plate valued at four cents, from Reclamation-street tea house, a Chinese was yesterday fined \$5 or eight days' jail at the Kowloon Court.

A Chinese was yesterday removed to the Government Civil Hospital suffering from severe injuries caused through a fall from a height of six feet whilst at work in the Taikoo Sugar Refinery.

An unfortunate accident to a Chinese passenger occurred yesterday, when the a.s. "Cremier" was passing North Point on her way to Swatow yesterday afternoon. He fell overboard, but was rescued by members of the crew of the "Kausing," which was at Taikoo Docks undergoing overhaul.

An unknown Chinese, aged about 30 years attempted to commit suicide at about 9.30, last night by jumping into the harbour from the Yaumati ferry launch "Man Cheung" whilst on a voyage from Yaumati to Hong Kong. The man was rescued by the crew of the steam launch "Hato Maru." He was removed to the Kowloon Hospital, where his condition is considered serious.

Unable to overcome his meddlesome nature, a Chinese yesterday tinkered with a motor car which was left unattended on the stand on the Praya, near the Star Ferry wharf. The car suddenly backed and toppled into the harbour, the Chinese jumping out just in time to avoid a wetting. Naturally, he immediately made himself scarce, and has not been traced. The car is a Ford coach, belonging to Mr. H. Decker of the Texas Oil Co. A salvage gang from Lane, Crawford's garage subsequently raised the machine.

ARMED ROBBERY

CHINESE FLAT IN WEST POINT RAIDED

HAUL OF MONEY & JEWELS

An armed robbery occurred at West Point this morning when five desperados got away with booty worth \$1,313.

The affair was reported to the Police at No. 7 Station by a Chinese married woman named Cheung Mo-sheung, living at No. 108 Des Voeux-road West.

She said that she was awakened at about 5.15 a.m. by a noise in the kitchen, and left her bed in the front cubicle to go out and investigate. As she reached the passage, she saw a man emerge from the kitchen. He had a revolver in his hand, and calmly walked to the staircase door which he opened and admitted four other men, also armed with revolvers.

Threat to Kill

When Cheung Mo-sheung asked what was the matter, she was told to keep quiet. The men threatened to kill her if she made a noise.

She was then driven into her cubicle, where she was bound hands and feet, with wire. One of the men then thrust a walnut into her mouth, whilst another threw a towel over it.

The woman was ordered to sit on the bed, where she was searched and relieved of \$5 in small coins. A blanket was thrown over her head. After this, she heard the men ransacking the flat. About 20 minutes later, as place was quiet, the woman plucked up enough courage to remove the blanket from her head, and then she discovered that the intruders had already departed.

She eventually freed herself and when she took stock of her property she found that a leather suit case had been broken open and some money abstracted as well as two boxes containing jewellery to the value of \$1,313.

One Man Recognised

The woman told the Police that she recognised one of the five robbers as a man who had been to the house four days before with the supposed intention of renting a cubicle.

She was able to give a description of this man.

Apparently one of the robbers gained admission to the house by climbing to the roof and dropping into the kitchen through a trap door. He then admitted his accomplices through the staircase door, as related by the victim.

The deal had been completed, but just to satisfy his curiosity the aeroplane salesman permitted himself a question.

"If you're going to fly alone I don't see why you'll need two parachutes," he said.

"Why won't I?" testily demanded the opinionated purchaser. "What if one parachute should fail to open?"

CORRESPONDENCE

ADVICE TO CRITICS

To the Editor of the "China Mail."

Sir.—Surely the present water crisis should not be used as a means for either popularity or profit.

The time to discuss the frailties of the Government policy is after the rains have filled our reservoirs. Let us help the Government to overcome the present very serious position by not publishing or talking hot air that might be misunderstood by those who would do so on the slightest pretext.

Let us save up our ideas until after the crisis and then not forget to bring them forward.

I would like to sign my name, but I am one of the employed, so I enclose my card instead.

Yours, etc.,

B. D. V.

Hong Kong, May 30.

WATER AND HEALTH

To the Editor of the "China Mail."

Sir, "No water, no health" is right. Anyone who doubts it has only to pay a visit to Glenelai ravine to be convinced. All along this waterway at all hours of the day and night numerous Chinese may be seen doing their washing by the side of the trickling stream, whilst others even take their baths there in the evening.

Some unscrupulous "professional" water carriers, who are being paid good money to get water for houses in Caine-road and some of the lower streets, do not hesitate to fill their buckets with the water from the ravine. It is less trouble for them and they can make more money that way than by waiting their turns in queues at street fountains. There ought to be a Policeman to look into things at Glenelai, or before very long all sorts of sickness will break out.

Besides, the water in the ravine is not being allowed to run its proper course, but is dammed in with bricks, stones and even branches of trees, with the result that it isn't long before the water thus caught for washing purposes becomes stagnant. Stagnant water breeds mosquitoes. This is summer time, and if there is an outbreak of that sickness amongst people living in the vicinity of Glenelai ravine, the Sanitary Board might be surprised, but I won't!

Yours, etc.,

ANTI-ANOPHELES.

Hong Kong, May 30.

PROFITEERING IN WATER

To the Editor of the "China Mail."

Sir—Kindly grant me space to draw the attention of the Government to the fact that the present water shortage, while it entails considerable hardship to the great majority of the community, is nevertheless a boon to others.

In certain districts a bucket of water costs twenty cents, and those who have it for sale are making a huge income. We daily see a long queue of persons, and their buckets wherever there is a street hydrant, but how many of your readers know, I wonder, that nearly half of the buckets in a single queue belong to the same person? That person, whoever he may be, does not want the water for himself. He supplies it to his clientele, thus enriching himself at the expense of those who are too poor to pay.

The present distribution of water is most unfair to say the least. I have known a case where a poor old Chinese woman waited for almost half a day and had to return without a single drop. It was impossible for her to fight against the wiles and trickery of professional water-carriers. These latter persons have several boys and girls in their employment. They would line twenty to thirty buckets along a street hydrant long before the opening time. These buckets are then left in charge of the little boys and girls, who probably get about two or three cents for their pains. These buckets will be filled in rotation of course, but it eventually goes back to the same person.

I suggest that the Government, in order to stop this method of profiteering, should issue tickets to every house-holder entitling them to two or three buckets of water a day. It is only in this way that the poor families are protected, and no matter how many buckets a professional water-carrier may bring to a hydrant, he will not get more than his ticket as a house-holder will entitle him to.

I am, etc.,

SYSTEMATIC.

Hong Kong, May 30.

GIRL SLAVERY

To the Editor of the "China Mail."

Sir.—May I be permitted to utilise your columns for a further appeal on behalf of the Friendly League of Christian Service, the work of which is being carried on in Nathan-road, Kowloon?

We appeal to women to organise prayer circles in all the missionary societies and churches of denominations for the purpose of abolishing enforced slavery in China, which includes:—Mui Tsai, Ki Fu, domestic slaves, and women of evil repute.

The Government of Hong Kong is doing more to abolish slavery in China than we Christian men and women. What, though, is the Hong Kong Government against an invading army of 400,000 in China without the help of Christian men and women who can pray and give as well as preach.

The Friendly League of Christian Service is holding a conference at its headquarters in Kowloon to-morrow (Friday), at which it is hoped to organise a representative Committee of foreign and Chinese women to forward this long debated question of slavery in China.

Two years ago, when there was a political upheaval in South China and missionaries were called upon to evacuate, it became necessary to look out for fresh headquarters to carry on the work, these being eventually found in Kowloon—a commodious bungalow with ample grounds. To acquire the site however, would involve one million dollars. In the meantime, however, it can be rented at a reasonable figure, but repairs, have to be effected by the tenant, and no lease can be secured.

The prominence given recently to the mui tsai problem in Hong Kong appears to afford the Friendly League for Christian Service an opportunity for doing useful work. These domestic slaves could be received at our headquarters, where they could be trained to do house work, laundry, needlework, knitting, and gardening, and so be fitted to find employment as domestic servants in homes. Employers of domestic servants could be assured of more faithful service than many of the class employed in the Colony to-day.

On the other hand, how are these mui tsai going to find their parents and their homes? They would never have been sold into slavery had their parents wanted them. We have institutions in Kwangsi and Kwangtung where these girls belong to. But owing to the war and the exorbitant price of rice how are they to find their parents and home now? They need some one to reach out a helping hand and lead them to a place of shelter and refuge, if they wish to leave their present places of abode. This likewise applies to other domestic slaves and women of the red light district, who could find a home and be taught to earn their livelihood in another way.

Funds have been promised for a Children's Home by a generous donor in America if one half can be made up by someone else. We are prepared, with foreign and Chinese workers to launch the Home on an industrial basis. A short hours school for women of the red light district and an evening class for domestics have been opened in Kowloon. For these women, many with helpless children, work has been found, and now we desire to launch out on a more permanent basis. Hence it is that we appeal not alone for the prayers of Christians, foreign and Chinese, but for funds to extend the work at our headquarters on the lines already indicated.

Yours, etc.,

OBSERVER.

Kowloon, May 29.

The big railroad terminal was crowded when a shabby individual approached a wicket and peered inquiringly at the young woman on duty behind it.

"Excuse me, miss," he apologised, "but do you represent the Travellers' Aid Society?"

"Yes," she replied. "Den where's de freight yards, please?"

* * *

It was the noon hour in a business office, and the only occupants were a pretty girl clerk and a customer who was waiting for the return of the boss. He was a nosy individual, this customer, and had asked the girl all the intimate questions he could think of—who was her favourite boy friend, how much she made a week, if she didn't think it was a shame the way grafting was going on in the city government, and why she wore a pink hat with a blue dress. Finally he inquired idly:

"And what time do you go to lunch?"

"Oh, any time is all right," she replied brightly. "Whenever it's convenient for you."

"EN PASSANT"**War and Pestilence in China**

[By C. L. C.]

To-day there are no fewer than sixty millions of Chinese who are facing death from starvation. Their only hope for succour must necessarily come from the outside world.

China—the land which gave birth to this mass of suffering humanity—is too deeply plunged in the throes of party warfare to give even a passing thought to the problem. Millions of dollars are being expended on smews of war, and for what purpose nobody seems to know. Yet the people of the famine area must persevere for themselves!

Surely a more anomalous state of affairs cannot be found in any other civilised country. But then queer things are done in Cathay!

Nanking's Indifference

The question therefore arises as to what the National Government has done for the relief of the famine districts and the sixty millions of people who are facing starvation and death as the result of drought, flood, locusts and disease. Practically nothing.

Nanking has so far shown an indifferent attitude and, instead of helping where help is most urgently needed it amuses itself in party warfare, thereby causing more hardship to the people.

Already we are beginning to hear that in certain districts aid will now arrive too late. The stricken people are now entering that stage of the famine where those who have been on the verge of starvation since the meagre harvest are finally succumbing in great numbers.

Kansu is doomed. Thousands are dying daily in the streets. Cannibalism is resorted to and children dare not venture out of doors for fear of being eaten. And yet what is Nanking doing to meet this terrible situation? The world has a right to know.

Is Chiang Kai-shek a Patriot?

Nanking has done and is still doing practically nothing to alleviate the sufferings of these people.

The leaders seem to have no time to go into the problem and the interest provided by the political fiasco and warfare is too enthralling for their attention to be diverted to other channels.

If Chiang Kai-shek is the patriot, the strong man, and the saviour of China, as he has been acclaimed by some to be, now is the golden opportunity for him to show his worth.

Let personal desires, self-aggrandisement, hate and jealousy be subordinated by the altruistic desire to work for the common weal—the weal of the people and the country.

Chiang Kai-shek can do all this, figuratively speaking, with one stroke of the pen. All he has to do is to call off the war and concentrate on the work of rehabilitation. In this good work he will have the whole-hearted support of the country. The people of China are tired of warfare and Chiang Kai-shek is only flying in the teeth of public opinion by ever and anon renewing strife and turmoil in China.

The "Maskee" Spirit

Unfortunately rehabilitation is not yet to be. Chiang Kai-shek must fight and the people must suffer.

Furthermore, the leaders of China are imbued with a spirit of "maskee-ism." They can well "maskee" the sufferings of the people, knowing quite well that certain foreigners will sooner or later come forward with money and personal labour to help the sufferers.

As in the great famine of 1920-21 the problem of relief work and the money in connection therewith all came from the American Red Cross. Even now a contingent of workers are on their way to the famine area from America. They are bringing the money, too, so why should the National Government worry itself?

One, therefore, cannot help pointing out to the National Government that it is its bounden duty to shoulder responsibility and to see that both money and transport are provided at the earliest possible moment. The events in the North-Centre and in the two Kwangs must not be allowed to overshadow the pressing needs of no fewer than sixty million souls. In any event the public should be made aware of what is being done.

The precedent of active relief set by the late Manchu Government is one which Nationalist China may follow with credit to itself.

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WATER PROBLEM**CHINESE REPRESENTATIONS TO GOVERNMENT****OPINIONS EXPRESSED**

A large number of prominent Chinese residents met yesterday at the Tung Wah Hospital to discuss means and ways of easing the prevailing hardship occasioned by the water shortage.

It was decided that the Chinese unofficial members of the Legislative Council should urge the Government to take steps to transport more water, with the aid of water junks and other vessels, from other places to Hong Kong.

The Hon. Dr. R. H. Kotewall said that what was urgently needed was the erection of more water tanks and that these tanks should be available to the public the whole day long and the greater part of the night. He said that he understood from the authorities that three additional tanks would shortly be established in Wan Chai, one more in the Central district and one at Kennedy Town.

Seven Hours Insufficient

Dr. Kotewall said that the Government should be asked to increase the time period when these tanks will be opened to the public. The present allowance of seven hours a day was inadequate. He was also of the opinion that the Government should assume the responsibility to see that more water is conveyed by vessels to fill these tanks and also to bear the expenses incurred in connection therewith.

Mr. M. K. Lo and Mr. Li Yick-mui concurred, and it was decided that due representations should be made to the Government accordingly.

The Hon. Dr. S. W. Tso said that such a sad state of affairs should be found in a great country which has an old civilisation like China is indeed deplorable.

Nature cannot be blamed for current famines in China. The responsibility falls upon those who failed to make the best use of their opportunities.

The wealth that has been and is yet to be spent on shot and shell may well be applied to the building up of a great country. Improved means of transportation will greatly mitigate the severity of famines. Grain and other foodstuffs can be brought in from other districts, other nations and other Continents, if necessary.

The Causes of Famine

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WATER "POACHING"**Short-Lived Scramble With Buckets**

Chinese living in On Lan-street last night engaged in a midnight game of water poaching. The water was turned on to enable the Fire Brigade to cope with a small outbreak of fire in a house in Jervois-street. The On Lan-street fountain was on the same main, and when someone discovered that the fountain was functioning, he passed the word round to his neighbours.

The opportunity was too good to be missed and, within a short space of time, there was a small queue with dozens of buckets eager to fill them with the "precious fluid."

Like all good things, the flow did not last long, however. The Jervois-street fire was quickly extinguished and within a few minutes the main was again turned off, with the result that many of the On Lan-street water pouchers had to return to their beds disappointed.

gan questioning the woman and writing down the answers. The third accused (the electrician) returned to the flat, and Gifford and the second accused scolded him for installing the fittings.

Eventually Gifford told the woman that he would have to prosecute her and, in her presence, told the second accused that he would be dismissed from service. The third accused then took the woman aside and told her that, as she had got him into trouble, it would be to her advantage to settle the matter by giving several tens of dollars.

A Bolt—and a Chase

To this the woman replied that she would settle the matter in the Police Station. On seeing that he had caught a Tartar in the person of the woman, the third accused

accused was an electrician and could fix up her fittings for her. She consequently engaged him to do the work.

On May 8, the woman decided to install an additional switch for a fan, and she again called in the accused. On May 14, the other Chinese accused called on the woman with a screw driver in his hand. He said that he was a representative of the China Light and Power Co., and had come to tell the woman that she had been stealing current.

This the woman denied and the man then made a pretence of examining her meter, after which he told her that he was satisfied that she had been stealing electricity. He pointed out the seriousness of the offence and reminded her of a recent case in which a proprietor had been fined several hundred dollars. He suggested to the woman to "square" him and he would say nothing more.

The Eurasian appears

The woman refused to do so, and the man left the flat, only to return later with Gifford. The latter, it was alleged, represented himself to be the "taipan" of the China Light and Power Co. He drew from his pocket a bundle of papers and te-

ROUND THE CINEMAS**EXQUISITE SCENES IN BRITISH FILM****"THREE PASSIONS"**

Alice Terry and Ivan Petrovitch are co-stars in Rex Ingram's latest picture, which comes to the Queen's Theatre to-day. It is the third picture in which they have played under Ingram's direction. Founded on the novel by Cosmo Hamilton, "The Three Passions" is the first enterprise of the new British company, St. George's Production, Ltd., of which Capt. Alastair Mackintosh is the managing director. St. George's is thought to have made a splendid start in production by capturing Ingram when so many were anxious to have his first story of British life.

British scenes in "The Three Passions" have as backgrounds the famous Balliol College at Oxford University, the Armstrong engineering works at Newcastle, and London in its most fashionable "West End" and "East End" aspects.

Interiors made at Ingram's studio at Nice include sets representing a huge shipyard, a millionaire's mansion in Park Lane, London, and an ultra-modern restaurant also in London.

Money, religion, and love are the themes in "The Three Passions," which, clashing in the surroundings of modern London, provide Rex Ingram with the motif for this latest film.

Shayle Gardner, well known on the British stage and screen; Claire Eames, famous as a Shakespearean actress; Andrews Engleman, the Russian actor who made a name in "Mare Nostrum," and Leslie Faber, well known both in London and New York theatres, are leading members of the strong cast of "The Three Passions" which will be shown at the Queen's until Saturday.

The Undersigned have received instructions to sell by Public Auction

TUESDAY, the 4th June, 1929, commencing at 11 a.m. at No. 231, Nathan Road, Kowloon (2nd Floor).

A Quantity of
VALUABLE HOUSEHOLD FURNITURE

(Particulars as per catalogue). On View from Monday, the 3rd June, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 30th May, 1929.

The Undersigned have received instructions to sell by Public Auction

TUESDAY, the 4th June, 1929, commencing at 2.30 p.m. at No. 38, Rose Terrace, Ground Floor, Nathan Road, Kowloon.

A VALUABLE COLLECTION OF CURIOS

Comprising:—

Celadon Vases, Bowls, Plates, Powder Blue Vase, Old Bronze Ware, Jade and Crystal Ornaments, Ivory, Wood and Bamboo Carvings, Old Chinese Paintings, Table Screen; Old Embroideries, Peking Rugs, etc.

Also.

Large Quantity of Blackwood Ware.

Catalogues will be issued.

Terms:—Cash on Delivery.

On View from Saturday, the 1st June, 1929.

LAMMERT BROS., Auctioneers.

Hong Kong, 30th May, 1929.

The Undersigned have received instructions to sell by Public Auction

WEDNESDAY, the 5th June, 1929, commencing at 11 a.m., at No. 14, Knutsford Terrace, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD FURNITURE

ALSO

One Victrola and Records.

On View from Tuesday, the 4th June, 1929.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 30th May, 1929.

and picturesque atmosphere. The company, under the direction of W. S. Van Dyke spent five months in filming the scenes on the island of Tahiti.

The picture is said to have broken all cinema records, including "Ben Hur" and "The Big Parade" in New York, where it was recently shown.

THE ROMANTIC SENSATION

—actually filmed in the South Seas!

WHITE SHADOWS IN THE SOUTH SEAS

SUNDAY AT THE QUEEN'S

KAYSER'S FAMOUS SILK STOCKINGS

in eight different Styles.

ALL FASHIONABLE SHADES AND SIZES.

Many Shades and Styles.

New to the Colony.

KASHMIR SILK STORE

(Opposite Queen's Theatre)

36A, Queen's Road Central.

LEARN LANGUAGES THE LINGUAPHONE WAY



FRENCH, SPANISH, GERMAN, ITALIAN, RUSSIAN, ENGLISH.

PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction

TUESDAY, the 4th June, 1929, commencing at 11 a.m. at No. 231, Nathan Road, Kowloon (2nd Floor).

A Quantity of
VALUABLE HOUSEHOLD FURNITURE

(Particulars as per catalogue). On View from Monday, the 3rd June, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

Hong Kong, 30th May, 1929.

The Undersigned have received instructions to sell by Public Auction

TUESDAY, the 4th June, 1929, commencing at 2.30 p.m. at No. 38, Rose Terrace, Ground Floor, Nathan Road, Kowloon.

A VALUABLE COLLECTION OF CURIOS

Comprising:—

Celadon Vases, Bowls, Plates, Powder Blue Vase, Old Bronze Ware, Jade and Crystal Ornaments, Ivory, Wood and Bamboo Carvings, Old Chinese Paintings, Table Screen; Old Embroideries, Peking Rugs, etc.

Also.

Large Quantity of Blackwood Ware.

Catalogues will be issued.

Terms:—Cash on Delivery.

On View from Saturday, the 1st June, 1929.

LAMMERT BROS., Auctioneers.

Hong Kong, 30th May, 1929.

The Undersigned have received instructions to sell by Public Auction

WEDNESDAY, the

Hello, everybody!
My name is—



BONZO

Just wait till you see me do my stuff. I'm good and I'll admit it! I'm going to hand you more laughs than you ever had in all your life. Just watch for my first appearance in the

SUNDAY HERALD

on June 2nd.

G. FALCONER & CO. (HONG KONG) LTD.
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ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.



Drop Anchor at HAWAII!

"Land Ahoy! Palm trees at the foot of the rainbow! Shiver my timbers, that must be Hawaii!"

—HAWAII—

You'll want to stop at what Mark Twain called "the loveliest fleet of islands anchored in any ocean." Make your overseas trip a vacation amid brilliant flowering trees and coral beaches cooled by constant trade winds. Stay a few days or a few weeks, and enjoy enchanting cruises to the other islands. You can continue your trip direct to Seattle and Portland, Vancouver, San Francisco or Los Angeles at any time on the frequent sailings from Honolulu of the Canadian-Australasian, N.Y.K., Dollar, Matson, or Lasso Lines.

—HAWAII—

Come now! Swim, golf, and be lazy in this happy land! You can have all comforts of up-to-date resort life, while enjoying the quaint charm of native sports and entertainments.

—HAWAII—

Go the HAWAII WAY to America! It costs no more. Ask your local ticket office about it. For coloured booklets and complete travel information—send this advertisement to

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Dept. 1.
Box 296, SHANGHAI, CHINA.

STATE FUNERAL

DIPLOMATS ARRIVE AT NANKING

ENTERTAINMENT PUT OFF

Nanking, Yesterday. The special train carrying foreign representatives from Peking arrived at Pukow this morning, and the diplomats crossed the river on a Chinese gunboat.

Sir Miles Lampson (British Minister) and Mr. K. Yoshizawa (Japanese Minister) arrived by sea this morning from Shanghai.

There will not be any entertainments for the foreign guests until after the State Burial.

Mrs. Sun Yat-sen is staying in a specially built house near the Sun Yat-sen mausoleum.

May 30 Echo. The Japanese and Italian Ministers are not presenting their credentials to Marshal Chiang Kai-shek to-morrow, as arranged, nor will the projected visit by the diplomats to Dr. C. T. Wang (the Foreign Minister) to-morrow take place.

It is understood that these changes are due to opposition in certain quarters, owing to tomorrow being the anniversary of the May 30 incident at Shanghai. Reuter.

Arrangements have been made between Fuhsan University, Shanghai, and Harvard University, U.S.A., whereby professors will be exchanged. The first exchange will probably take place about the end of this year when one of the Fuhsan professors will leave for Harvard to teach Chinese, and an American professor will take up the chair in English at Fuhsan University.

On London—
Bank, wire 1/11
Bank, on demand 1/11 1/16
Bank, 30 days' sight —
Bank, 4 months' sight 1/11 1/4
Credits, 4 months' sight 2/-
Documentary 4 months' sight 2/- 1/6
On Paris—
On demand 1192 1/2
Credits, 4 months' sight 1267 1/2
On Berlin—
On demand —
On New York—
On demand 46 1/2
Credits, 60 days' sight 48 1/2
On Bombay—
Wire 128 1/2
On demand 128 1/2
On Calcutta—
Wire 128 1/2
On demand 128 1/2
On Singapore—
On demand 82 1/2
On Manila—
On demand 93 1/2
On Shanghai—
On demand 80 1/2
80 days' sight (private paper) —
On Yokohama—
On demand 104 1/4
Gold Leaf, 100 fine (per tael) —
Sovereigns (Bank's buying rate) 10.05
Silver (per oz.) 24 1/2
Bar Silver in Hong Kong 3% Premium
Copper Cash Nominal
Chinese Copper Cents 6% Premium
Rate of Native Interest 7% p.a.
Chinese Sub. Coin .. 30 1/4% Dis.
Hong Kong Sub. Coin Par.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

LONDON EXCHANGES

London, Yesterday.

Paris 124.05
New York 4.85
Brussels 34.905
Geneva 25.195
Amsterdam 12.065
Milan 92.65
Berlin 20.35
Stockholm 18.185
Copenhagen 18.20
Oslo 18.20
Vienna 34.54
Prague 163.34
Helsingfors 192.76
Madrid 34.375
Lisbon 108 1/2
Athens 375
Bucharest 818
Rio 5.57/64
Buenos Aires 47 7/32
Bombay 1/5 1/2
Shanghai 2/4 1/2
Hong Kong 1/11
Yokohama 1/10 1/32
Silver Spot & Forward 24 1/2
British Wireless Service.

HONG KONG STOCK EXCHANGE

T.T. on London 1/11

T.T. on Shanghai \$81 1/4

Banks

H.K. Banks \$1250 b 1255/1260 sa

H.K. London Reg. 1132 n

Chartered Bank 119 1/2 n

Mercantile A. & B. 523 n

Mercantile C. 115 1/4 n

P. & O. Bank 59 1/2 n

Bank of East Asia 90 1/2 n

Insurances

Canton Ins \$655

Union Insurance \$840 s

North China Insurance T160 b

Yangtze Insurance M350 n

China Underwriters \$2.10 s

China Fire Insurance \$285 b

H.K. Fire Insurance \$775 s

Shipping

Douglas \$83 s

H.K. Steamboats 25 s

H.K. Tugs & Lighters \$2.60 s

Indo-China (Pref.) 48 b

Indo-China (Def.) \$70 n

Shell Transports 97/ n

Shell Transports (new) —

Union Water-boats \$22 n

Mining

Benguet \$23 1/2 b

Kailan Mining Ad. 63 9/ n

Langkots (comb.) T14 n

Langkots (singles) T7 1/2 n

Shanghai Explorations T22 1/2 n

Shanghai Loans T4 1/2 s

Raub \$63 1/2 n

Tronch Mines 17 1/2 n

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$123 1/2 n

[123/124] sa

H.K. & W. Docks \$36 n

China Providents \$4 b 4 1/2 s

Hongkew T178 n

New Engineers T5.85 b

Shanghai Docks T125 n

Cotton Mills

Ewo Cottons T12.40 b

Oriental Cottons T2 b 2.10 s

S'hai Cottons (old) T66 1/2 b x d

S'hai Cottons (new) T30 n x d

Lands, Hotels & Buildings

H.K. & S. Hotels \$8.60 b 8.80 s

H.K. Lands \$62 1/2 b

Shanghai Lands \$140 b

Humphreys' Estates \$14 s

H.K. Realities \$8.35 s

H.K. Territories —

Prince's Buildings —

Public Utilities

H.K. Tramways \$18 1/2 b

Peak Trams (old) \$12 1/2 b

Peak Trams (new) \$6.55 s

Star Ferries \$66 1/2 n

China Lights (comb.) —

China Lights (old) \$15 1/2 b 13.60 sa

[13 s x rights]

China Lights (new) —

China Lights 1928 issue —

H.K. Electrics (old) \$56 1/2 s

H.K. Electrics (new) —

Macao Electrics \$26 1/2 n

H.K. Telephones \$7 b

China Buses T14 1/2 b

Singapore Traction 11/6 s

Singapore Pref. 16/6 b

Sandakan Lts. \$2 1/2 s

Industrials

China Sugars \$80 b

Malabon Sugars \$27 n

Canton Ices \$1.80 b

Cements (comb.) \$8.30 s

Cements (old) \$7 1/2 n

Cements (new) \$1.40 s

H.K. Ropes (old) \$7 s

H.K. Ropes (new) \$5 b

Stores, &c.

Dairy Farms \$19 1/2 b

Watsons \$12 b

Der A. Wings 80 cts b

Lane, Crawfords \$2 s

Macintoshes \$18 b

Sinceres \$11.80 b

Wm. Powells \$8.65 s

Miscellaneous

H.K. Amusements \$29 1/2 b 29 1/2 s

H.K. Constructions \$1 1/2 s

B. Ind. G. S. Bonds 67% b

H.K. Govt. Loans 6 1/2% b Prem.

Senhor Joaquim de Barros Ferrer da Silva is due to arrive shortly from New York to take over the position of Consul-General for Portugal in Canton, vacated by the transfer to Macau of Senhor M. J. Fernandes Costa. Dr. Wagner has been appointed German Consul-General at Canton in place of Dr. Crull, who left for Home last year and is not returning.

ALSO

PETERMAN'S ROACH

FOOD

A SURE EXTERMINATOR OF COCKROACHES

Hyosan

SAFE INSECTICIDE

"CALAMITY JANE"

BOBBY JONES LOSES HIS FAMOUS PUTTER

CLUBS STOLEN FROM CAR

New York, Yesterday. Bobby Jones's famous putter known as "Calamity Jane" will not be so facetiously named as it, together with the rest of his golf clubs, including a put driver, was stolen from a motor-car last night. The thieves, it should be noted, did not touch other clubs in the same car belonging to other golfers.

Bobby Jones is not competing in the British amateur golf championships on June 10.—Reuter's American Service.

[Note: Bobby Jones has won the leading honours of the golf world on both sides of the Atlantic and "Calamity Jane" has come to his aid many a time.]



John Miles, Nova Scotian runner, who won the Boston marathon in 1926, repeated in the event with a record-breaking performance, covering the course from Hopkinton to Boston, Mass., in 2 hours 33 minutes and 84.5 seconds, nearly four minutes better than the old time.

FAMED VIOLINIST**JAN KUBELIK TO VISIT COLONY**

Hong Kong music-lovers will be pleased to know that in the near future, Jan Kubelik will pay a visit to the Colony. He is booked to give a recital at the Theatre Royal on June 7.

Kubelik's musical tuition began at a very early age, and when he was six years old he was already learning the violin. He made his first public appearance at the age of eight at Prague where a brilliant future was rightly predicted for him by those who heard his remarkable rendering of the compositions of Wieniawski and Vieuxtemps. He completed his studies at the Prague Academy of Music.

In all the countries he has visited he has had great receptions. He has received numerous distinctions from the different Courts of Europe. In 1907 he went on a world tour which lasted twelve months. In recent years he has undertaken concert tours throughout Europe.

Musical critics are unanimous that Kubelik has reached the highest degree of perfection.

A funeral service for Col. Max Bauer, adviser to the National Government, was held in the German Church in Whampoo Road, Shanghai, when the Rev. Ewald Krueger, the pastor, officiated. The service was conducted in the German language and there was quite a large attendance.

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MUSIC RESULTS**TRINITY COLLEGE LOCAL EXAMINATION****LIST OF PASSES**

The Trinity College of Music local examination was held on May 24, 25, 27 and 28, and the results achieved by the successful candidates are given below. Where not otherwise stated the examinations are for pianoforte. The examiner was Mr. Albert Mallinson, F.T.C.L. The total of marks required for a pass certificate is 60 per cent, and for a certificate of honour 80 per cent.

HIGHER LOCAL**Honours**

| | |
|------------------|----|
| Kit Nyuan Tsoh | 82 |
| Daisy Ma | 80 |
| Pass | |
| Woh Ping Leoh | 77 |
| Lillian Chenally | 67 |
| Oi Chee Choy | 64 |

S E N I O R**Honours**

| | |
|-----------------------|----|
| Caroline Braga | 89 |
| Maria Robins | 87 |
| Frances Lam | 81 |
| Gladys Lamb (Singing) | 81 |
| Pass | |

INTERMEDIATE**Honours**

| | |
|-----------------------------|----|
| Winifred Robinson (Singing) | 83 |
| Sister Christina Rozario | 80 |
| Yuet Laan Wong | 80 |
| Pass | |

J U N I O R**Honours**

| | |
|------------------------------|----|
| Albert E. Gutierrez (Violin) | 86 |
| May Chan | 82 |
| Pass | |
| Gertude McNeilie | 74 |
| Maria Gomes (Violin) | 74 |
| Isabel Pestoni | 74 |
| Lucy Soto Netto | 74 |
| Bernard Bickford | 73 |
| Ruth Ling | 73 |
| Doris Lee | 72 |
| Joan Smith | 71 |
| Cassie Bittelie | 71 |
| Olga Ribeiro | 70 |
| Beatrice Rose Cullen | 69 |
| Helena Pinheiro | 68 |
| Sheila Hare | 67 |
| Annie Lee | 64 |
| Virginia Pao | 62 |

PREPARATORY**Honours**

| | |
|-------------------------|----|
| Grace Swan | 85 |
| Agnes Laing | 84 |
| Caroline Mary Hardinge | 83 |
| Puriza D'Eca | 82 |
| Mary Braga | 80 |
| Avelina Gosano (Violin) | 80 |

PREPARATORY**Pass**

| | |
|-------------------------------|----|
| Mary Albers | 78 |
| Olive Martha Redwood (Violin) | 74 |
| Clement Leong | 74 |
| Audrey Joan Bates | 73 |
| Louis Arthur Read (Violin) | 72 |
| Winifred Smith | 72 |
| Eileen Calvert | 70 |
| Alice Mogra | 69 |
| Doris Ellen Becker | 68 |
| Kathleen Chester | 63 |

FIRST STEPS**(No honours in this grade)**

| | |
|------------------------|----|
| Pass | |
| Jean Stewart | 90 |
| Violet Bradbury | 88 |
| Margaret A. Eccleshall | 87 |
| Betty Bone | 87 |
| Hester Heath | 86 |
| Bertrice Pestoni | 84 |
| Jean M. Bryson | 84 |
| Paul Butterfield | 82 |
| Barbara K. Redwood | 80 |
| Alice Dedeat | 77 |
| Daisy Woo | 74 |
| Codie Salter | 72 |

Mr. Albert Mallinson desires to thank Mrs. Bowes-Smith, Mrs. Simpson, Mrs. Younghusband, and the Rev. Father Riganti for kindly being present at the City Hall and the University.

Apropos of a protest by the Chinese authorities in connection with the construction of a new building in St. John's University compound, the American Consul-General has written to the Commissioner of Foreign Affairs stating that, pending a settlement of the S.M.C. road extensions question, foreigners erecting buildings in such roads need not apply to the Greater Shanghai authorities for building permits.



Exposees Her "Hubby." — Miss Elfrida Emma Haward, who "married" Colonel Barker, the woman who fooled all London as a man for six years, gave her version of their "married life" at the trial of Barker for perjury before a London court.

**GENERAL ELECTION**

(Continued from Page 1.)

The Conservatives had a clear majority of 223 over the Labourites and Liberals combined.

Conservatives are now anticipating a clear majority of 52 over the Labourites and Liberals and admit that they expect a loss of a considerable number of seats.

At the last election many Liberals voted for Conservatives as a result of the Zinovieff letter, with the object of defeating the Labourites, and a large proportion of these Liberal votes are now expected to go back to the Liberal Party.

A seaman on a trading junk and the mistress of a cargo boat pleaded "not guilty" when charged together with transhipping kerosene from one craft to another, near Holt's Wharf, which is outside the dangerous goods anchorage. The steersman of a trading boat, who pleaded "guilty," was charged with not giving correct particulars; in other words, he failed to declare kerosene as part of his cargo. All three were fined.

The mistress of a passenger boat was fined \$10 for a breach of a condition of her licence, namely, carrying vegetables when she is forbidden to carry any cargo.

The rather unusual sum of \$6.25 (being, possibly, double the normal licence plus a fee) was the fine imposed on the master of an unlicensed boat from Shantou.

Replies to the recent allegation of Mr. Snowden, that France had not been paying her war debts to Great Britain, the Ministry of Finance states that although the Churchill-Caillaux Agreement had not yet been ratified, the annual payments therein provided had been regularly paid since 1926 and, since 1919, France had paid to Great Britain about 127 millions sterling in virtue of various agreements.—Reuter's.

IF LABOUR RULES**Lord Birkenhead's Outspoken Views**

Writing in the "Sunday Chronicle," the Earl of Birkenhead asks what will happen if a Labour Government is returned to the General Election. He says:

"If I read Mr. Ramsay MacDonald aright he would rather sacrifice his own career than see the interests of Britain or the Empire—as he understands them—betrayed. But he must be surrounded, in spite of his recent pledges, by many men, some of whom must become members of his Cabinet, over whom his control is partial and incomplete."

"It has even been rumoured that Mr. Thomas could be persuaded, if the necessity arose, that the sceptre might usefully be placed in his own very willing hands. He would be a very interesting Prime Minister. I could think of many worse."

"Of the older men of the party, Mr. Henderson and Mr. Clynes are, so to speak, the Aunt Ellens of an old-fashioned comedy, who turn up whenever they are wanted, make old-fashioned remarks, and can always be relied upon to exercise the duties of Victorian chaperonage. And after all, in that party there is much to do."

Professor Ching Sung Yu, Ph.D., F.R.A.S., Professor of Astrophysics, University of Amoy, stopped in Aler Star to see the Eclipse on his way to Java to attend a Conference.

His Highness the Rajah of Sarawak arrived in Singapore from Japan on the liner "President van Buren."

Two visitors to a public park had spent a perfect day littering the grounds with newspapers, scraps of food and other odds and ends, but still something seemed to be lacking. Suddenly one was struck by an inspiration.

"I don't see any 'Keep off the Grass' signs, do you?" he asked. "Sure," the other answered. "There's one over there."

"That's fine—let's go over."

"They make swell back rests."

Prizes are to be offered for the best kept stations on the London and North-Eastern Railway.

DANGEROUS GOODS**KEROSENE INFRINGEMENT ON HARBOUR****BOAT-FOLK FINED \$25**

Fines of \$25 each were imposed by the Marine Magistrate (Comdr. J. B. Newill, D.S.O., R.N.) this morning as the result of contraventions by boat-folk in the harbour.

A seaman on a trading junk and the mistress of a cargo boat pleaded "not guilty" when charged together with transhipping kerosene from one craft to another, near Holt's Wharf, which is outside the dangerous goods anchorage.

The steersman of a trading boat, who pleaded "guilty," was charged with not giving correct particulars; in other words, he failed to declare kerosene as part of his cargo. All three were fined.

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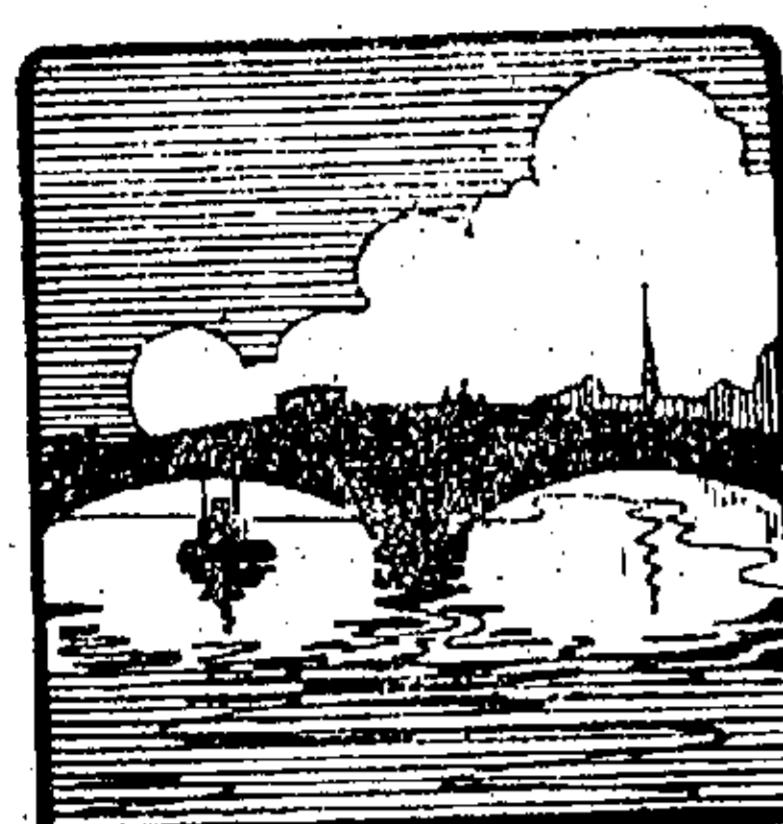
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Replies to the recent allegation of Mr. Snowden, that France had not been paying her war debts to Great Britain,

K. M. A.

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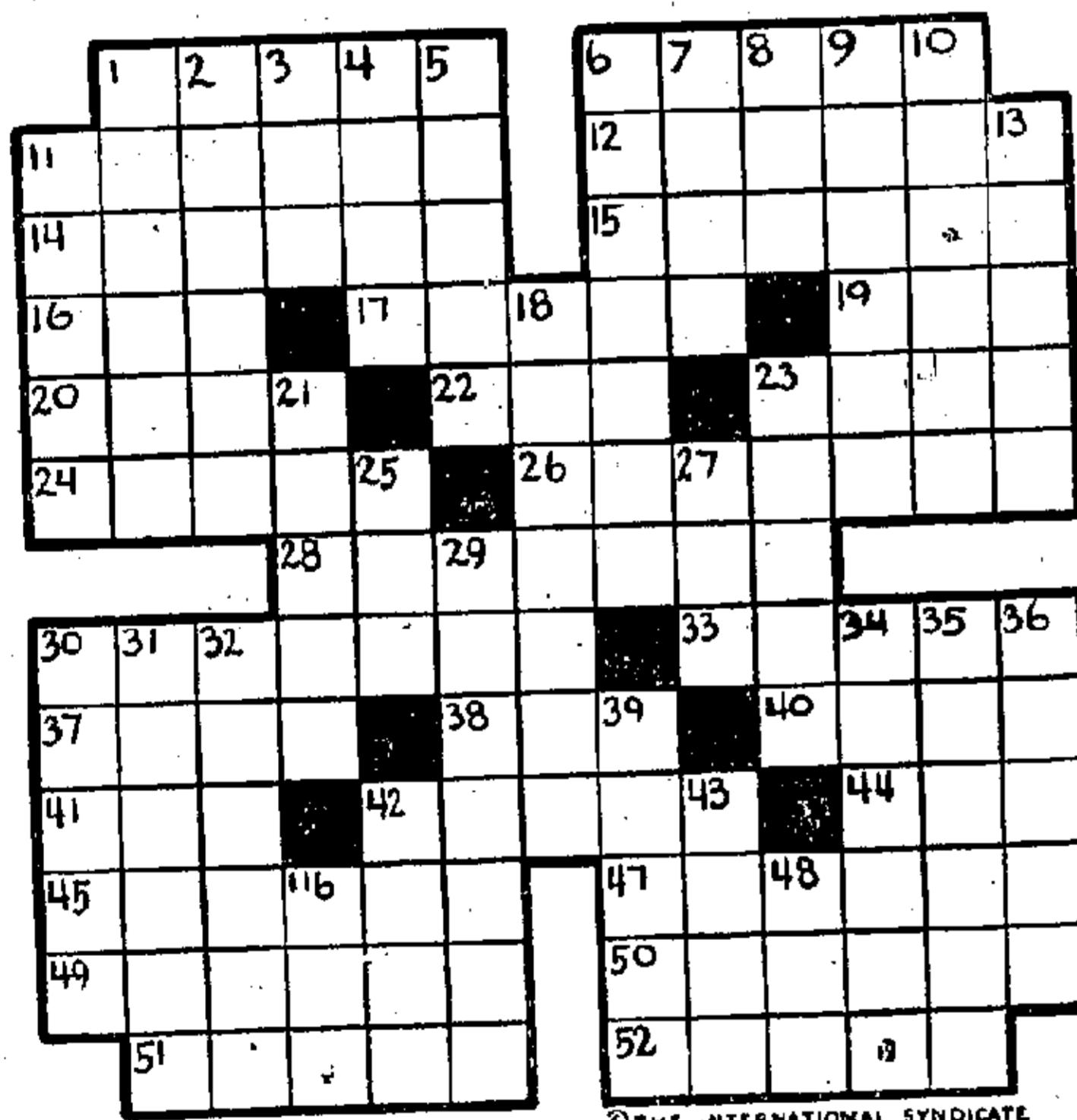


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Ice House Street.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as *harbor*, *pleas*, and *altho*.)



| HORIZONTAL | | HORIZONTAL (Cont.) | | VERTICAL (Cont.) | |
|------------------------|--|-----------------------|--|----------------------|--|
| 1-Broken earthenware | | 40-Harsh | | 13-Overgrown with | |
| 6-In a | | 41-Edge | | swamp grass | |
| manufacturing city | | 42-Ascended | | 18-Surrenders | |
| 11-One who makes | | 43-Pay a visit to | | 21-Language used in | |
| affected complaints | | 44-Extremely minute | | anger | |
| 12-Stuns with surprise | | 47-A group of five | | 23-Juice of a common | |
| 14-Manipulate | | 48-Estimate again | | fruit | |
| 15-Became hostile | | 49-Prevent | | 25-Affection for | |
| 16-Poetic name for | | 50-Invaluable | | selected | |
| India | | 52-River embankment | | 27-Support | |
| 17-Enclosures attached | | | | 28-A stalk or | |
| to house | | | | supporting part | |
| 19-Slow (abbr.) | | | | 30-Covered with hair | |
| 20-Ball slowly | | | | 31-Join | |
| 22-Eastern State | | 2-Impede | | 32-Banish | |
| (abbr.) | | 3-Conjunction | | 34-Brightness | |
| 23-Obstruct | | 4-Trust | | 35-Groups ideas | |
| 24-Novices | | 5-Apprehensive terror | | 36-Nobility | |
| 26-Like millet seeds | | 6-Easily moved to | | achievements | |
| 28-Fat discontent | | 7-stars | | 29-Kingdom in the | |
| 30-Small pools of | | 7-Little devils | | Himalayas | |
| muddy water | | 8-Etruscan household | | 42-Ceremony | |
| 33-Icy (poetic) | | god | | 43-Granular comm. | |
| 37-Feminine suffix. | | 9-Genus of moss-like | | 45-Variant of May | |
| Pluralized. | | floating plants | | 48-Western State | |
| 38-Secluded room | | 10-Counselor | | (abbr.) | |
| | | 11-Card game | | | |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



Headmaster of St. George's School, Deal; Mr. Thomas Gardner, aged 58, collapsed at Sandwich Railway Station, and died.

By weekly levies of 1d. for men and ½d. for boys. Mansfield district miners gave over £7,000 to the local hospital last year.

Containing registered letters and old pension money, a mail bag was stolen from a train between Belfast and Glenavy, co-Antrim.

THE CHINA MAIL,

ASCENSION ISLAND

JUST SEA AND HILLS IN MID-OCEAN

A LONELY SPOT

A little island stranded in the middle of the South Atlantic Ocean. That is Ascension. In effect: if not in terms of latitude and longitude. The picture called into the mind of vast rollers thundering back to a naked shore hissing back with the evil sick under that makes one shudder at night time—that is true of Ascension. The empty desolation of a bit of land cut off, the realisation of oneself as a human being cut off from the rest of the world—that is true of Ascension. Huge, dangerous waves; the bare flatness of clinker dust; the great arid hills rising at the back and the knowledge that on the other side of them is more of this everlasting sea, more sullen rumblings on the further shore.

Ascension is a small island, only thirty-eight square miles in extent. But its elements of sea, sand, clinker, and mountains are all in mass formation. You turn one way and see nothing but hills, the other way nothing but sea. It is this simplicity, coupled with the contrast involved, which gives to Ascension its character and effect. For instance, although there are birds in the island, they are seldom seen or heard. But go to Bosom Bird Rock, or walk a few miles to Widescale Plain, and you will find yourself in the very midst of thousands. This is no exaggeration. Birds on the ground—you must be careful how you step—birds above you blotting out all else, pecking at your head if they are fearful of an attack on their young. And all about the fluttering, the screeching of birds.

Another example of great contrast. Everyone lives in "Garrison," flat and dusty, in little low bungalows set down in a square. Behind rise the hills, arid grey, and arid red, a most villainous red. Yet 2,820 feet up is "The Mountain," cultivated, green, luxuriant. On it are bungalows, one for the married people, one for the bachelors, one for the Petty Officers, one "Garden Cottage," the home of the farm superintendent. Up to the mountain go the dwellers in the plain for rest and refreshment. The contrast! It is magical. Imagine walking miles up a hot, rutted road, surrounded by red and grey and black dust, the road hard and burning to the feet, the sun in the hard blue sky scorching you as you go. Then suddenly emerging into greenery, flowers. The scent of green stuff, of yellow Boys of prickly pears; the view below of clinker, barrenness, vague sea; the rustling of trees, as one gets higher, roses, wild raspberries, the loveliness of lanes like Devonshire, overhanging flowers and trees; the cosiness of a bungalow with a verandah which looks down 2,500 feet on to clinker. One sees a view like a relief map in one's school atlas.

For amusement there are, for those who are keen on shooting, wild goats and rabbits and an occasional partridge, and for others just lying about under the trees on the sweet-smelling grass. At night-time comes the chill, the cold, blankets, a huge log fire, drowsiness.

A Submarine Product Such is the general outline of Ascension, which was thrown up out of the Atlantic Ocean eight degrees south of the equator, and discovered in the year 1501 by a

Mr. and Mrs. William Thomas, of Llangollen, Anglesey, who have celebrated their diamond wedding, have fifteen grandchildren and fifteen great-grandchildren.

Firemen were called to Kirkwall place, Globe-road, E., to release a 3-year-old child, Irene Hillier, whose head had become jammed in iron railings.

Miss Agnes Pringle has died at Bathgate, West Lothian, aged 100.

CLAIRVOYANTS.

PREVALENCE OF CRIMINAL TELEPATHY

PRUSSIAN BAN

The Prussian Minister of the Interior has issued to all police authorities under his jurisdiction a circular declaring open war upon clairvoyance, telepathy, and similar occult practices, as aids to the detection of crime.

It has come to his notice, he says, that, despite all the warnings at educational classes and police congresses, police detect-



Peaceful Pursuits.—Turning his back on pursuits of war, General Erich Ludendorff, who recently celebrated his 64th birthday at Munich, Germany, has turned to journalism. He is shortly to become editor of his own newspaper, which will be named "Ludendorff's Wochenschrift," or Ludendorff's Weekly.

tives still visit persons alleged to be equipped with supernatural powers of perception.

He has also heard of people receiving from the police testimonials certifying that they possess such powers. All this in future is to stop. "Criminal telepathy" has occupied a good deal of public attention in Germany ever since the remarkable trial a year ago of the "Sibyl of Memeland," Frau Gunther Getters. This clairvoyant gave in Court a demonstration which secured her acquittal.

Early this year she again came into prominence in connection with a film in which she was shown as preventing a judicial murder by naming the real murderer in a trance. The film was at first forbidden by the censor, but was later released. The strong line now taken by the Prussian Minister of the Interior is no doubt the result of this.

At least one instance of imposture came up before the Courts recently at Lubbeck, in which a clairvoyant who had been called in by private parties to discover a murderer was sentenced to three months' imprisonment for naming a man who was demonstrably innocent.

Had Malaria Nine Months.

Another Cure In Ceylon By Dr. Williams' Pink Pills.

There is no disputing facts. That the rich red blood made by Dr. Williams' Pink Pills overcomes the germs of malaria has been proved over and over again by incontestable testimony. Read the evidence of Mr. W. J. Ekanayaka, a Government employee residing at Waragoda, Kalaiana, Ceylon.

"Some years ago I fell victim to malaria while making a tour on business," states Mr. Ekanayaka. "The fever attacks were recurrent and made me very weak. For about nine months I was trying various medicines in the hope of getting the malaria out of my system but they had little or no effect.

"One day a little book came into my hands wherein I read of cases of malaria having been cured by Dr. Williams' Pink Pills, and thus was led to try this remedy. After the first bottle my temperature improved and I found my appetite returning. So I continued the treatment until I was completely restored. Ever since then I have kept good health, so from my own experience I can recommend Dr. Williams' Pink Pills as a cure for malaria."

Not only for malaria victims, but also for sufferers from anaemia, debility, insomnia, digestive weakness, or any other trouble due to a run-down condition of the blood or nerves, Dr. Williams' Pink Pills are a restorative of proven worth. Of chemists everywhere, or post offices at \$1.50 per bottle, \$8 for 6 bottles, from The Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.

THE HONGKONG

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Your Doctor will Endorse this!

Doctors and Nurses recommend "CAMELIA" for its many hygienic advantages:

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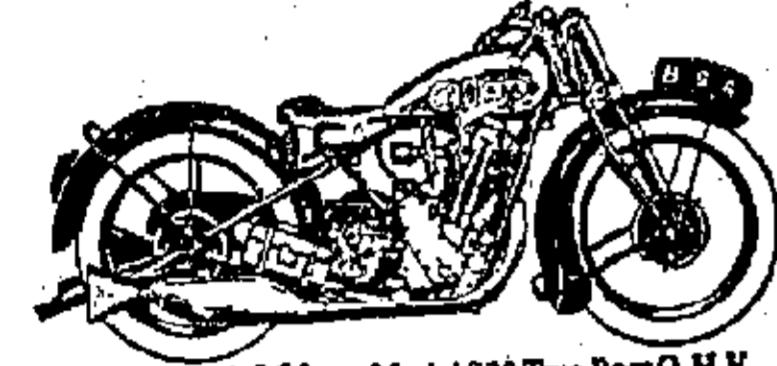
Immigrants

The word immigrant has lost great deal of its old significance. Once it described one who was escaping from a life of suffering and hardship to an unknown land of freedom but of uncertain opportunities and possibilities. The modern immigrant is typified in the seven girls photographed above who were recent arrivals on the Canadian Pacific "Duchess of Richmond." Their future as domestics in the city of Toronto was assured before they left their homes, and the comfortable quarters they occupied on the regular Atlantic vessel was a long cry from the accommodation they had—they must have endured had they been but one generation earlier.

THE MOTORISTS' PAGE

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"F-HEAD" HIGH COMPRESSION POSSIBLE

Announcement is made by the Hudson Motor Car Co. that it has been granted patent rights on the "F-Head" high compression motor which has been used in all Hudson Super-Six cars since early last summer. The patent—No. 1,653,051, relating to internal combustion engines—covers the entire arrangement of valves, spark plugs and combustion chamber.

A Hudson engineering executive says the patented design is important because it permits high compression benefits in a large motor like the Hudson Super-Six. High compression, it was said, has proved a far more difficult problem with large motors than with those of smaller dimensions. The task has been accomplished in motors specifically designed for anti-knock gasolines, but the Hudson design is intended for any standard or even sub-standard fuel.

High Compression Obtained
With the new patented design Hudson motors now are built with a compression ratio of nearly 6 to 1—or 20 per cent. above the average—with correspondingly high standards of acceleration, fuel economy and power. The company engineers say that it is practically impossible to make the motor knock under even the most adverse operating conditions. The motor is described as the liveliest, most powerful and economical Hudson has ever built.

In the patented F-Head design, the intake valve is located in the head of the motor and the exhaust valve at the side. In a way, the motor is valve-in-head as to intake and L-Head design as to exhaust. The intake valve opens to admit fuel in a location just above the exhaust valve. Hence, it is stated, the incoming fuel is drawn directly over the exhaust valve—with a dual effect. First, all "wet" particles of fuel are subjected to the heat of the exhaust valve and chamber, which tends to vaporize them and make them fit for clean and speedy combustion. Secondly, the exhaust valve is subjected to enough of this cooling action so that it never becomes excessively overheated.

Avoid Knocking Cause
Very hot exhaust valves have long been recognized as one of the chief causes of pre-ignition—or knocking—in high compression motors. Hudson engineers have succeeded at once in moderating the valve temperature and at the same time making it serve the purpose of a "hot" spot. The fuel charge enters the motor so easily and exhausts so cleanly that only moderate-size valves are used.

Another important feature of the patented arrangement is the location of the spark plug. This is at the extreme side of the combustion chamber. The effect of this is that the first intense explosion of the fuel charge is confined to the small space around the valves. By the time the combustion has extended into the cylinder proper, the action is a pushing instead of an explosive one. This results in especially smooth operation.

The Essex System
The new patent—which was obtained after several months' study by the U. S. patent office—covers all these and other arrangements, "each in relation to and in combination with all others."

The compression ratio made possible—about 6 to 1—is practically the same as that used in the smaller Essex motor, where an L-Head design has been found quite satisfactory.

SEGRAVE'S LEAD IMPETUS TO BRITISH MOTOR TRADE

Major Segrave's magnificent achievement has done more for the British motoring industry than all the propaganda of the past twelve months, writes Gordon Fraser, the "Daily Express" Motor Correspondent. While not detracting from his skill and bravery in tackling such death-defying job as driving a motor-car at nearly four miles a minute, it must be remembered that his success was only made possible by a super car, built and assembled by British workmanship, to the design of one of the greatest motor-car designers in the history of British motoring, and constructed of all British materials.

The British motor-car has never received its proper measure of appreciation in the Dominions and in foreign countries; this is partly the fault of the manufacturers themselves, only a few of whom have really made an effort to boost the British car outside these shores. Segrave has done them all a good turn, which it is to be hoped will be appreciated and followed up by an overseas "push."

For general utility purposes Segrave took a couple of Hillman "Straight-8's" with him, and I hear that they have made a great impression in the American motoring world, which is all to the good.

But while motorists in this country are jubilant over Segrave's triumph and the impetus he has given to the industry, their rejoicing is marred by the severe blow the Chancellor of the Exchequer has dealt by telling a deputation of the industry that, in so many words, he had no sympathy with them and did not believe what they were saying.

Needless to say they are not taking it lying down; they are going to the Cabinet direct. I rather think they will get a little more sympathy there.

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FINE RECEPTION

NEW WILLYS-KNIGHT SIX

The reception accorded the entirely new line of Willys-Knight sixes, now being exhibited in the showrooms of all Willys-Overland merchants, outranks in public acclaim any previous reception in Willys-Knight history, which goes back more than fifteen years when Willys-Overland introduced its first Knight sleeve-valve motor cars.

From the radiator to trunk racks the new Willys-Knight Sixes, which are offered in a wide range of body models and colour combinations, are entirely different from any former Willys-Knight models. This is accomplished through the new body design which brings to the low priced Willys-Knight field, the highest degree of artistry and craftsmanship. For more than a year Willys-Overland engineers and designers have been working on the design of the new Willys-Knight models.

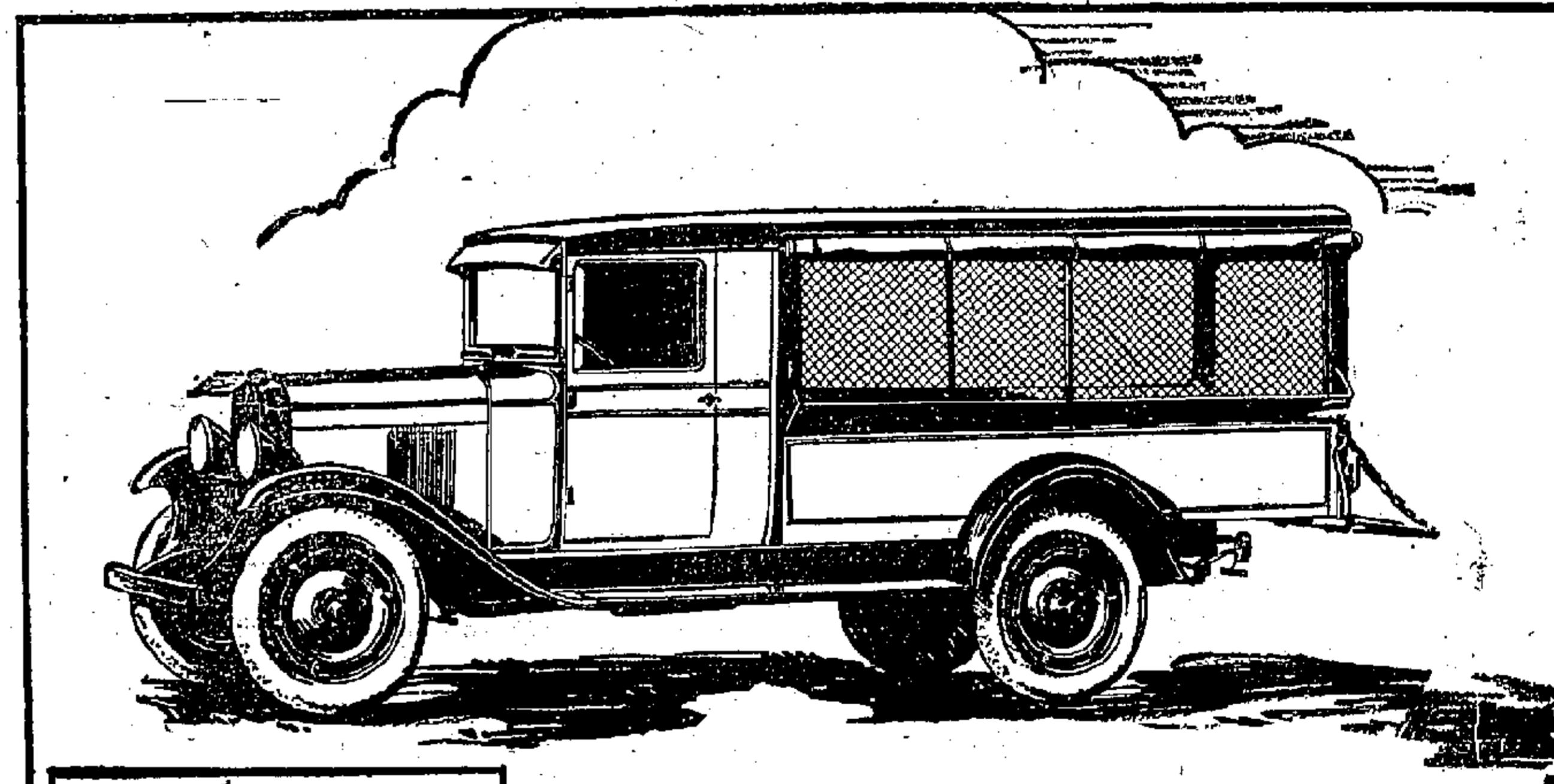
Not alone do the exterior lines of the car bring out a striking design of modernity but the interiors are marked by unusual roominess for passengers, rich upholstery, quality fittings and every comfort that makes for enjoyable motoring. The finishing touch of smartness comes through the use of five wire wheels, the spare mounted in a front fender well.

In mechanical features to provide utmost convenience for the driver, the new "Finger-Tip Control" is used—an outstanding feature in all products of the Toledo manufac-

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Mobiloi1
Make the chart your guide

turer. This feature, by means of a button in the centre of the steering wheel, gives the driver complete control over all the functions of starting the motor, operating the lights and sounding the horn. The new dash panel contains all the instruments conveniently grouped in a decorative border. These cars are powered by a valve engine with a bore of 2 15/16 inches and a stroke of 4 3/8, giving a piston-displacement of 177.9 cubic inches and developing an actual horsepower of 53 at 3,000 r.p.m. On this power plant is found the addition of a manual heat control to the header which is a material aid in the warming up process. This is operated from a button on the dash.

SMARTNESS YOU CAN BE PROUD OF!



Those who own the New Chevrolet Truck remark on the attention it receives whether it is standing at the curb—winding through traffic—or carrying a capacity load with ease up a steep grade. Its new radiator and hood—its smart, full crowned fenders, its low set chassis, and its thoughtfully designed bodies help to assure an appearance of real advertising value.

Let us show you how this new truck will advertise your business for you.

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| Roadster | \$1,580 |
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CARS IN CANTON

MANY MILES OF MOTOR ROADS

HOPES RISING

Canton, May 14.
Motor cars and motor roads are becoming one of the chief topics of conversation in and about Canton. Hopes are rising for many motor-cars and many miles of motor roads, but, as is so often the case in China, much of their realisation depends upon the continuance of peace within South China and especially within the province of Kwangtung.

The Canton city authorities for the past year have been trying to execute a road building and widening programme within the city of Canton. Much difficulty has been experienced due to congested areas and wholesale opposition of the poorer classes. Canton is not yet connected by road with any outlying place nearby except Whampoa, fifteen miles down the Pearl River toward Canton where it is hoped some day to build a port for Canton. The Pearl River delta is a network of towns and cities, all of which have tremendous commercial activity. It is the plan to connect all these by toll motor roads, the province to build the roads and derive the income.

It is believed now that if peace can be maintained in this area work on a motor road to Hong Kong will be begun within a year. This project has been bandied about for years, but now the actual start seems nearer than ever before.

The number of automobiles is slowly but steadily increasing. There are now 625 cars of all types, this being about one per thousand population of the Chinese city of Canton. No motor-cars are allowed on the island of Shameen, the concession where practically all foreigners live.

Road construction in such heavily populated areas as Canton is expensive, if just remuneration is to be given for the rights-of-way acquired. All land in this area is high priced and expensive to condemn for roads, although it is almost the only sally admitted that one of the most pressing needs of South China, as well as in other areas, is roads—roads as understood in the West—suitable for motor cars or animal drawn vehicles comparable to those of western lands.—Associated Press.

OPEN CARS

SOME IMPROVEMENTS DESIRED

Mr. A. G. Throssell writes in the "Sunday Times":
The people who were saying last autumn that the open car may have seen reason to revise their opinion this past week. A casual count from the roadside one afternoon yielded fifty-two open to forty-eight closed ("sunshine" saloons included in the latter category). Among these hundred, of course, were a good many veterans—it is surprising to note how many of the cars you meet are betrayed by their number-plates as three, four, or five years old—but quite a number of the obviously new cars, the "babies" especially, were open tourers.

The fortnight's summer in the middle of last month probably had a lot to do with it. I hope the remainder of the year will not make the owners regret their choice. On a day such as Good Friday was, a closed car was barbarous.

Personally, not having lost yet the love of motoring for motorist's sake, I am an open-car adherent. The cars sent me for trial are invariably saloons, but for all their admitted virtues I am always glad to get back to my own humble tourer, in which I can make myself reasonably snug and warm or entirely free from roof, windows and walls.

The "Sunshine" Compromise.

Sunshine saloons are only a compromise. Even those in which the top winds right down, like the Tickford, leave a framework all round you, as if you were sitting inside a rat trap. As for those with sliding or folding roofs—well, there is an advertisement of one of them which shows a girl standing up with her head sticking out of the aperture. Exactly; to see out of a sunshine saloon properly, you must thrust your head through the roof.

Not that open cars or "all-weather" bodies are perfect, or near perfection. That is why I am hoping that this year will see a revival of the vogue; manufacturers will be driven to evolve improvements. The car body I want is on the lines of a sportman's coupe—you can see out of those broad windows—with a collapsible head, so constructed that it folds away as easily as the best hood, but more neatly, and does not, when up, reveal its shape, appearance or tendency to age prematurely—that actually is a hood.

SPEED LIMITS
GENTLE ART OF TRAPPING

The tidy sum of £22,081 was collected in the police courts of Surrey last year in the form of fines—"mostly," as the official return quite unnecessarily remarks, "from motorists," and mostly, it might have added, for exceeding the speed limit. Though not the only county where speed limits and stop-watches are the chief weapon of the police against reckless and dangerous driving, Surrey is still prominent.

But the gentle art of trapping is undoubtedly declining. The constabulary trios, one plain and two disguised, with their signals and measured furlongs, lurk less often by the margins of broad, straight roads where the unwary may be tempted to think 40 m.p.h. a reasonable pace. The men, no doubt, are loth to give us this restful and mildly amusing occupation for the humdrum job of guarding property, but their superiors are generally awakening to the fact that the motorist's view of speed traps is not without point and substance.

Speed limits are doomed. When recently a London borough council (Chelsea) applied for power to impose a special limit (10 m.p.h.) the Home Counties Traffic Advisory Committee made it the occasion for a review of all the existing speed limits. Furnishing a list of those in the Metropolitan district, the Commissioner of Police suggested that they might all be abolished and the dangerous driving clause of the Motor Act relied on in their stead. This, of course, is what motorists have been advocating for years.

Four Sound Arguments. The Traffic Committee not only approved the suggestion, but drew up a report for the Minister of Transport in which they condemned speed limits for the four following reasons:—

(1) In some cases traffic conditions in themselves enforce a limitation of speed on any reasonable driver and unreasonable drivers can be dealt with under the existing general legislation.

(2) Speed limits may in themselves be dangerous, e.g., a limit of 10 m.p.h. may tend to become the minimum speed irrespective of traffic conditions within the streets affected.

(3) Speed limits have proved in practice difficult to enforce.

(4) Public safety, which is the chief aim in fixing a speed limit, can be provided for more effectively by the general law.

That last reason, incidentally, condemns the general 20 m.p.h. legal maximum equally with the special local limits. It is anticipated that the Royal Commission on Transport will report to the same effect, and in any case the new attitude of the police strikes the death-knell of that ancient fraud, the 26-year-old legal speed limit.

The other day I was told that motorists were a favoured class because they were allowed habitually to break the law with impunity. We shall not go into mourning when we lose that privilege, says A. G. Throssell in the "Sunday Times."

MOTORIST CENSURED

JURY AND "EXCESSIVE SPEED"

"It is the old, old story. There are too many of you motorists going along at speed which would be proper and reasonable if the road were clear, but which does not allow for eventualities. The whole thing was due to your going too fast, and the jury are abundantly justified in the censure they desire me to pass," said the Camberwell coroner, Mr. Douglas Coburn, at the adjourned inquest on Isaac Griffin, a chimney-sweep, who was knocked down by a car.

The jury returned a verdict of accidental death, but added that, in their opinion, the accident was due to the excessive speed of the car. They did not think this amounted to criminal negligence, but were of the opinion that the driver had no power over his brakes and should be censured.

The driver, John James Knight, of Upper Brockley-road, New-cross, at the previous hearing stated that his speed was eighteen miles an hour.

The coroner directed that the proceedings be brought to the notice of the Commissioner of Police.

AMERICAN v. BRITISH

A 4-litre Chrysler, driven by three men in turn, did 72½ m.p.h. for twenty-four hours on end at Montlhery. This was a fine performance. But a 2-litre A.C. with one driver, has done 82½ m.p.h. for the twenty-four hours on the same track.

There are now 178,914 miles of roads in Great Britain. More is being spent on their development in proportion to their mileage than in any other country. The road work grants last year amounted to £18,000,000.

551-MILE TRIP
IN LESS THAN 13 HOURS

John W. DeNoria, general manager of Covey's Drive Yourself Service at Los Angeles, has written a letter describing a recent automobile trip from Carson City, Nev., to Los Angeles, which sets forth better than any general description of modern engineering proficiency the stability and performance that have been built into the Model A.

His feat was that of covering the 551 miles between the two cities in 12 hours and 50 minutes, which meant sustaining an average speed of approximately 54 miles an hour. The trip was made over rough, mountainous country and the time required for food and gas stops was not subtracted from the total lapsed time of the trip.

The trip is being cited as further evidence of the reliability of the Model A on long and difficult runs. Mr. DeNoria estimated that he had driven 2,000 different automobiles during the twenty years in which he has been associated with the automobile industry and said he selected Model A Ford from among the forty automobiles that comprise the fleet of his company. The following is taken from his letter:

"I have just had the pleasure of completing what I consider the most remarkable trip I have ever made in an automobile and I feel I should tell you about it in fairness to the car," he wrote.

"I left Carson City, Nevada, at exactly 4 o'clock a.m.; I was in Mina, Nevada, at 8.10 a.m.; I was in Bishop, California, 10.40 a.m.; in Lone Pine, California, at 12.15 p.m. in Mojave, California, at 2.30 p.m. in Los Angeles at 4.50 p.m. This time included all gas stops, time for lunch, etc., as I did not deduct any time—this is the total lapse of time, 12 hours and 50 minutes, and the distance is 551 miles.

On Dirt Road

"Please bear in mind that all but the last 100 miles of this was on a dirt road, and about 175 miles of it over the poorest road imaginable. When I left Carson City I left in a blizzard and there were 14 inches of snow in Montgomery Pass. On this trip it is necessary to cross four mountain ranges, and I was probably the very last car out of Smith Valley, because when I came through it was the very next thing to impassable and the snow was piling up and drifting in spots so that the trail was probably closed completely in another hour or two.

"At Montgomery Pass we were 7,900 feet high, so you can draw your conclusions about how cold it was over the summit.

"I was not passed on the entire trip, either going or coming; on the other hand I had no trouble passing everything I met on the road.

A Wise Selection

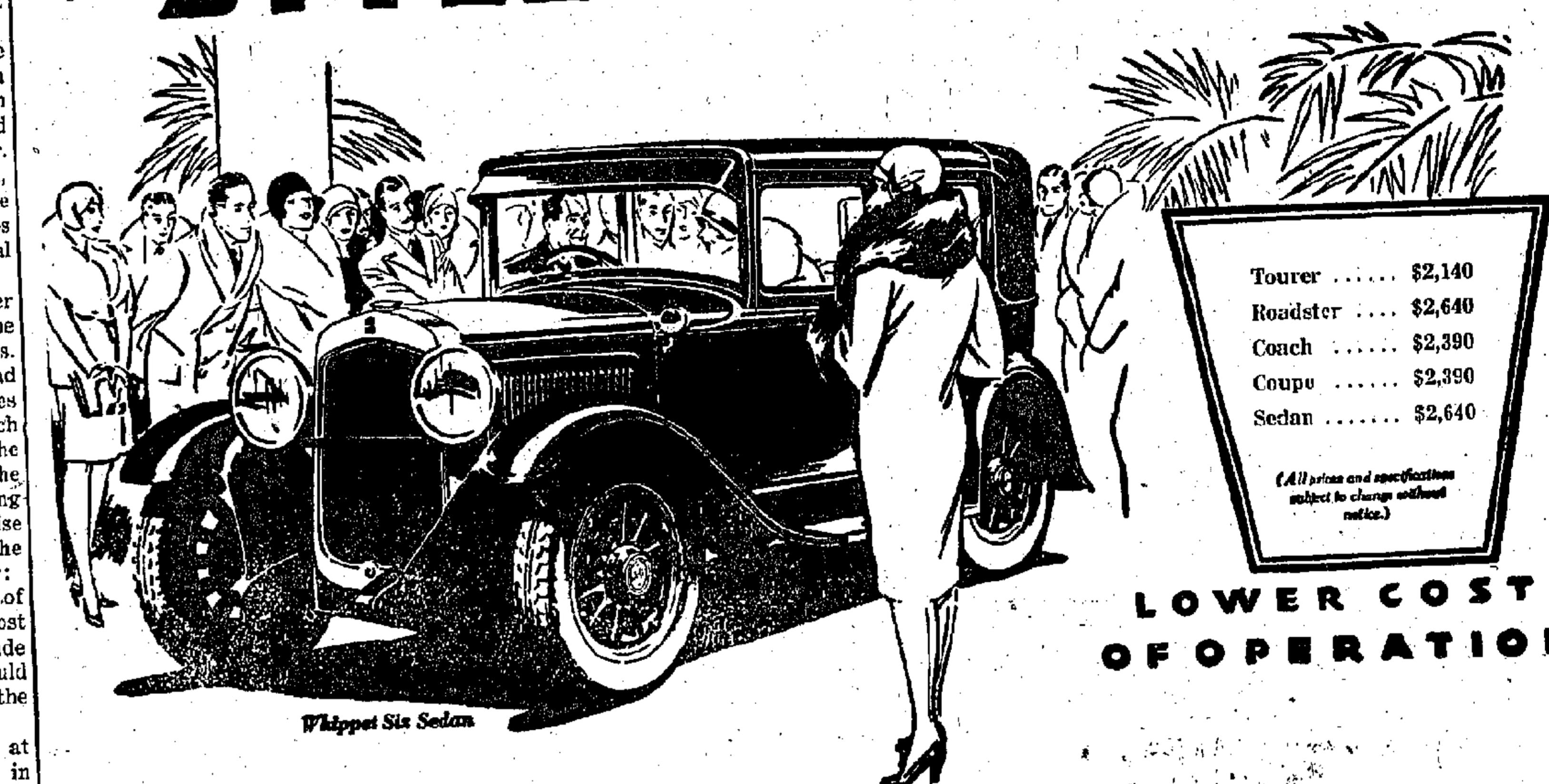
"I have driven various makes of automobiles across the Continent several times, some of them on record runs where, every preparation had been made to cut down the time and facilitate transportation. I made absolutely no preparation for this trip—I was merely called over to Carson City to testify on a case for the United States Government and decided I would try one of the new Fords, as I felt I would have to traverse some soft, bad roads, and that this would be the most logical car, and the results proved that I certainly made a wise selection."

JUDGES AS PUPILS

The Chief of the Bucks Constabulary recently set an excellent example to his colleagues by arranging for young policemen to undergo a course of training in the construction and driving of motor-cars. With equal interest the public will hear that 15 Berlin judges and barristers are learning to drive so as to equip themselves in a suitable manner for their duties in the special courts dealing with motoring law. Does this development mark the beginning of a rapprochement between motorists and the law which will ultimately lead to a far better understanding than exists at present, ask "The Light Car and Cyclocar?" "Giant oaks from little acorns grow." It is regrettable that no one in authority thought of planting this particular acorn before now, but we have to be thankful that initiative has at last been shown.

THE PERFECT MOTORIST

Miss Victoria Worsley, one of our most experienced women motor drivers, writing in "The Light Car and Cyclocar," says she is of the opinion that the perfect motorist should be one who has graduated from the ranks; one who has on a big main road, ridden a cycle and a motorcycle, driven a lorry, driven a farm cart, led a restive horse on tarmac, driven pigs along and taken children for a walk—certainly a wide experience. She feels that those who have practised these trying arts before becoming motorists can get more amusement and incident out of a long run than out of many novels, movies or plays.

DEFINITELY THE
STYLE AUTHORITY

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| Tourer | \$2,140 |
| Roadster | \$2,640 |
| Coupe | \$2,390 |
| Coupe | \$2,390 |
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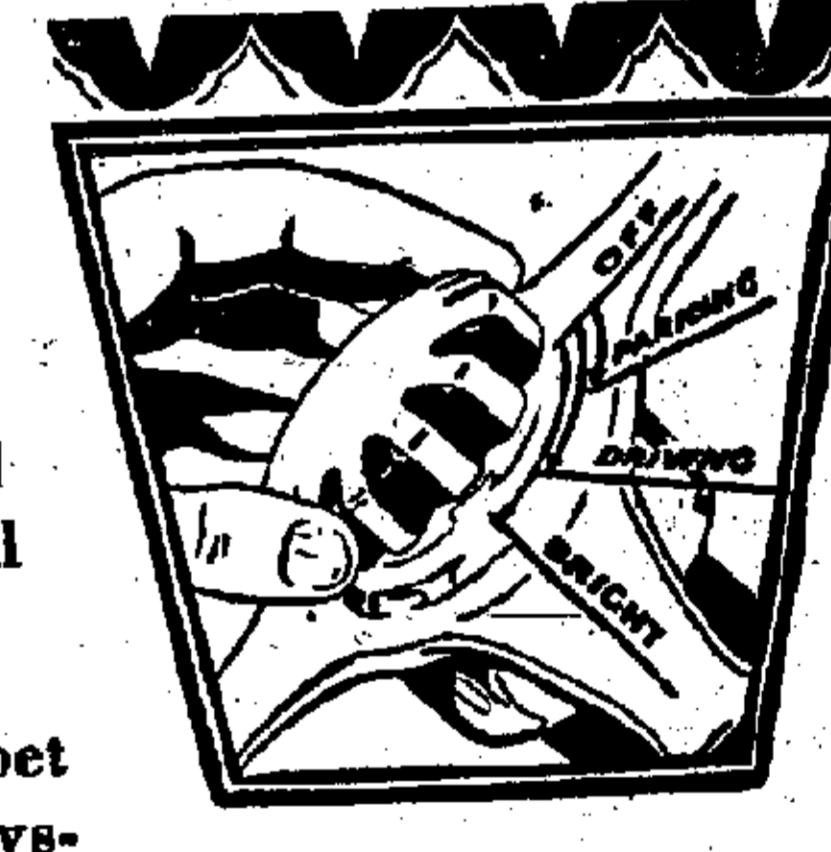
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BODIES WIN WORLD ACCLAIM

THE new Superior Whippet Six with its longer wheelbase, graceful lines harmonious colours, higher radiator and sweeping one-piece full crown fenders, is distinguished by such outstanding beauty that it becomes the style authority in its class. It establishes an ultra-modern style trend for all light Sixes.

The performance of the new Superior Whippet Six well matches its distinctive appearance. A higher compression engine gives more speed and power and faster pick-up. Low consumption of oil and petrol insure economical operation.

See the new Superior Whippet Six at your nearest Willys-Overland dealer's.



"Finger-Tip Control"—a single button in center of steering wheel starts motor, operates lights and sounds horn.

The new superior
WHIPPET SIX

Agents:

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Telephone C. 290.
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Messrs. Duro Motor Co., Ltd.

Telephone K. 226.
123 Nathan Road, Kowloon.

WILLYS - OVERLAND FINE MOTOR CARS

WHERE KNOWLEDGE IS ECONOMY

AUTO SALES

SUBSTANTIAL GAINS IN THE PHILIPPINES

Present-day electrical equipment has been brought to such an extreme state of perfection that, although it is not necessarily "out of sight," it is with many owners certainly "out of mind," some of them even going so far as to forget their batteries. If cannot be denied, however, that, in spite of its reliability, the electrical system of a car pays for periodical attention. It is not, perhaps, entirely fair to blame all owner-drivers indiscriminately for neglect of the electrical apparatus, says "The Light Car and Cyclocar," for the simple reason that some certainly do not neglect it, whilst others, although anxious to do their best, fear, at the same time, that they have insufficient electrical knowledge to tackle the various jobs. There is no need, however, for motorists to stand in awe of the electrical equipment, as a little knowledge in this direction can easily be acquired.

Among the 41 cars so far entered for the two international road races on July 12 and 13, six are from Italy. Up to the present, in fact, Italy leads the foreign contingent for the races, which will be held in Phoenix Park, Dublin. Her outstanding driver is Signor Ramponi, who is the idol of the Italian motor-racing crowds on account of his wonderful "cornering."

There should be a thrilling duel between Signor Ramponi and Mr. Kay Don, the Brooklands driver, who holds many world's speed records and who last year won the Ulster Tourist Trophy race from a field composed of the world's foremost drivers.

Many more cars are being disposed of in the lower islands at the present time than ever before. The business in trucks for the first four months of the year was also brisk, many concerns going into the market for replacements. It is also stated that the second hand market has been well sustained, and the used cars after being thoroughly gone over find a ready sale.

ROAD THRILLS

BABY AND GIANT CARS ENTERED

So far the United States is represented by one Chrysler and a large car little known on this side—Du Pont. A British Invicta is making its debut in a big race. France is represented by the famous Bugatti, winner of innumerable events on the Continent.

The Prizes
First Day.—The entrant of the winning car will receive the Saarstat Cup presented by "The Daily Mail" and £1,000 presented by the Royal Irish Automobile Club; 2nd, £500 and the club gold medal; 3rd, £200 and the club gold medal; entrant of winning car in each class a special award provided that there are at least three starters.

Second Day.—The entrant of the winning car will receive the Elieann Cup presented by "The Daily Mail" and £1,000 presented by the Royal Irish Automobile Club; 2nd, £500 and the club gold medal; 3rd, £200 and the club gold medal; entrant of winning car in each class a special award provided that there are at least three starters.

Giant German Car
Two "baby" Austins have been entered by private owners. Mr. T. Thistlethwaite has entered the giant German Mercedes car which did so well in the great road race near Belfast last year but was handicapped on the corners.

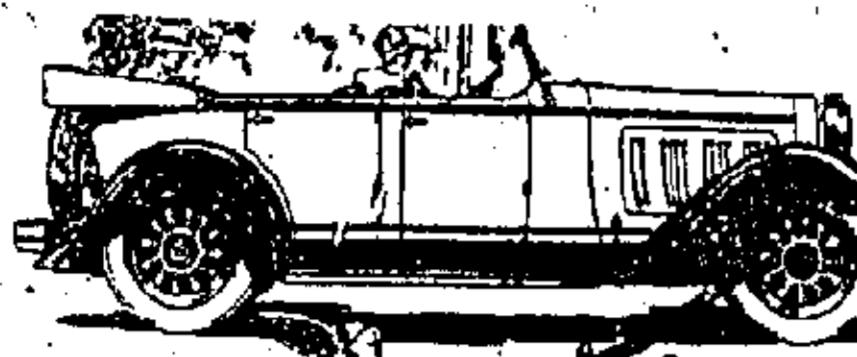
Several British Bentleys, winners at least three starters.

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350 c.c. 1st on M & G. M.A.G. engine.

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750 c.c. 1st on M.A.G. engine.

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MOTOR TAXES

"TRAVESTY" OF THE POSITION

Motor taxation can be reduced and road improvement developed on a large scale if the revenues are applied to the purposes to which they were originally pledged.

This is the reply to Mr. Winston Churchill of the deputation from a conference of 22 motor organisations which waited on the Chancellor of the Exchequer on March 7. In a statement issued later the deputation says:

Mr. Churchill made no real attempt to refute the facts showing the excessive burdens that are imposed by existing motor taxation.

Mr. Churchill's references to "fortunate" and "buoyant" motorists suggest that owners of motor-cars and motor-cycles are wealthy and privileged persons. The fact is that these vehicles are indispensable for many professional and business purposes, and as an aid to the better and healthier distribution of population.

Lost Millions

The Chancellor's observations on the subject of road accidents were irrelevant to the case with which he was dealing, and misleading. To take road accidents in their true perspective the volume of traffic and the total mileage must be considered.

Further, road accidents are largely due to the state of the roads, towards the improvement of which the users of motor-vehicles have contributed millions of money that have been diverted to other purposes.

In his references to protected British motor manufacturers Mr. Churchill gave a complete travesty of the position. The British industry enjoys no greater protection than that of any competing country; nor is it the only British industry that is protected. The distinction—or the handicap—which Great Britain "enjoys" is due to high taxation, based upon horse power or unladen weight, which prejudicially affects progress in design.

In regard to development of roads, Mr. Churchill confused road maintenance with road improvement. Grants from the Road Fund for road maintenance mean in effect the reduction of local rates.

Since the present Government came into office the tendency has been to increase maintenance grants, take more from the Road Fund for general purposes, and leave a smaller proportion for important road improvements.

In 1925-26 35 per cent. of the gross motor taxation revenue was devoted to such improvements; for the year 1928-29 the figure was only 14 per cent.

TAXI-CAB FARES

A BLESSING IN DISGUISE

After nearly a year's experience of lower fares London taxi-cab owners, who bitterly opposed the reductions when they came into force, now regard them as a blessing in disguise.

They have found that these cheaper fares have encouraged London people to develop the taxi-cab habit, and that although a greater mileage has now to be covered by the cabs, a better return is produced in the long run.

An official of the London General Cab Company, owners of 250 cabs, said his company has come to the conclusion that the lower fares are generally beneficial to the trade.

"We have discovered," he said, "that our cabs have had to do a greater mileage, but our turnover has slightly increased as a larger number of customers are attracted by the cheaper rates."

"One thing the lower fares have done is to encourage among London people the taxi-cab habit. Men and women who formerly took a cab only when absolutely necessary now hail one as a matter of course."

"The taxi owner-driver has to work rather harder than before, but if he runs his cab economically, he should do quite well. Cheap fares, as a matter of fact, have probably kept a number of men with only one cab from going out of business, because things were not too healthy when the tariff was a shilling a mile."

This is what an owner-driver with one cab had to say about the new fares.

"Honestly, the lower fares have proved a good thing for us. More people seem to be taking cabs nowadays, and although I have to put in more hours than in the old days—I regularly do fourteen

PARKING A CAR

SOME USEFUL DRIVING HITS

Correspondence received in the course of the year, writes the "Times Motoring" correspondent, indicates that under present-day conditions parking has considerable difficulty for drivers of cars who have not much experience, and especially for women drivers.

It is most important in manoeuvring a car that the driver should have a definite and complete plan in his head before the manoeuvre is begun. Skilful manoeuvring is an art and can only be acquired by study and experience. There are generally not fewer than two ways of executing any manoeuvre, but there is always one which is the best.

To enter in a haphazard way into any position which has or may have complications will only lead the novice into needless difficulties and will probably produce nervousness long before the manoeuvre is completed. It is only necessary to stand for a short time as spectator near a park which is crowded and presents some awkwardness for drivers going in and out, in order to distinguish between those who quickly "size up" the situation and form their plans accordingly and those who dart in without thought and generally get tied up. Motor driving can prove a most interesting study in psychology, for it lays bare on occasion many characteristics.

Whenever possible, manoeuvre the car into the park so that exit gives the least difficulty, and bear in mind that others may have their troubles and do not want them increased. Above all, a driver should guard against getting flustered, a state of mind which can be avoided by the exercise of a reasonable amount of thought in advance and by proceeding slowly and with patience. Before touching on reversing, it may be well to refer to steering, for it is quite clear that many drivers fail in this respect. Avoid at any time turning the steering wheel, while the car is stationary. This is a sure sign of an unskilled driver, and so is driving a car over the kerb in order to save the bother of an extra reverse. The one practice needlessly stresses the steering connections, while the other deteriorates the tyre. Steering movements, even if they have to be made large and with rapidity, should always be smooth and in gradation. When it is desired to reverse, turn the front wheels to the other lock just before the car is brought to a standstill preparatory to the reverse.

Steering on Reverse

Steering on reverse produces a much greater effect for a given hand wheel movement than with a car travelling in a forward direction, and this preparatory turn of the wheel is of definite assistance in manoeuvring. This plan may enable a driver to complete his manoeuvre with one reverse only, whereas if he delayed his steering in a reverse direction until the car was actually moving backward, he would probably take two or three and even then stand a good chance of making an awkward position still more difficult.

Another point which should be borne in mind is that the car should be driven slowly both forwards and backwards, because in this way more time is given for locking over the wheels.

The troubles of many drivers when parking would disappear if his point were remembered. A driver may be afraid of stopping his engine, but with a light touch on the clutch and accelerator pedal any good car in reasonable order can be driven at a snail's pace on bottom gear.

As in all cases where a certain amount of skill is required, reasonable confidence is half the battle. Always park where possible, so that the car may be driven outwards, avoid mistaking a taxicab for a parked car, and, if allowed, leave enough clearance in front for pulling out without disturbing the machine ahead.

With the popularity of the closed type of car, reversing becomes a subject of wider and more serious interest. If a driver is not sure of the space available behind him before a reverse, he should always get out and look.

Especially is this the case with a closed body when the rear window is small; and it should be borne in mind that it is cheaper to drive the car backwards and be short by a foot than be over by an inch and hit something. As to actual control of a car when reversing, it is essential that a driver should have memorised the location of his pedals, so that he can give most of his attention

to the direction in which he wants to go. This can be easily done. The novice should practise first with the car stationary, until he finds that he can change his foot from accelerator to brake pedal while looking over his shoulder promptly and without fear of mistake. When the reverse gear is engaged, the driver should look well over the shoulder.

The clutch should be let in gently, and it should be remembered that it is not the first half of the travel of the pedal that counts but the later movement, and especially the last half-inch.

The engine should in no case be raced; but just as the clutch is taking up the drive the accelerator should be pressed gently so that the drive may be taken up smoothly and the car move away slowly. As it is, of course, more difficult to turn the rear of the car towards the near side, it is advisable for the beginner to plan his manoeuvre that he reverses towards the off side.

On An Incline

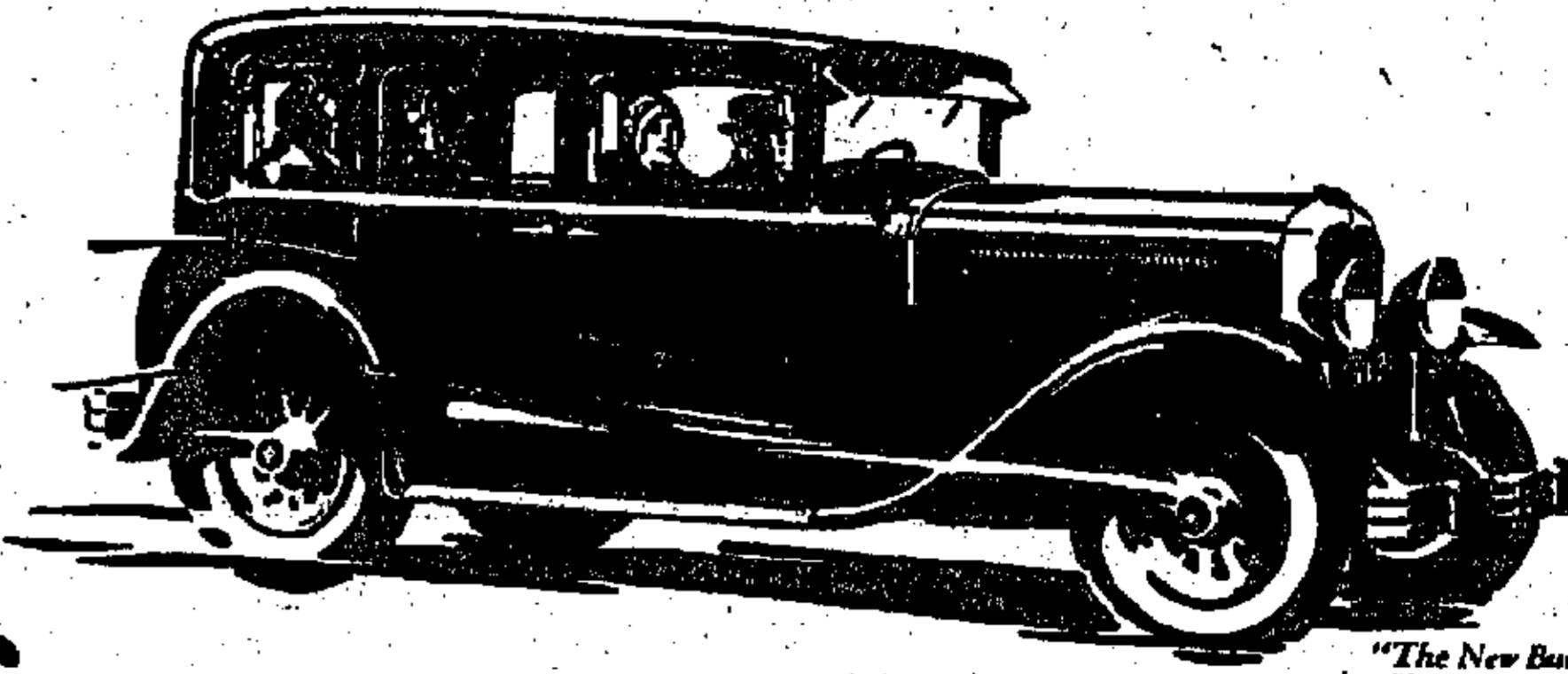
A word may be said here about starting the car either forwards or backwards when it is on an incline. Just before the driver proposes to start the car in motion, the hand-brake lever should be held on with the catch freed, and at the moment when the clutch is just beginning to take hold, that is during the last half-inch of pedal travel, the lever should be immediately and fully released.

A little experience is needed to "sense" the right moment, and some practice in a quiet road or street is advisable, if, for instance, it is intended to reverse the car when the machine is on a gradient sloping downwards to the front, or vice versa, and the brake is released too early, the machine will start to run in the wrong direction, with the result that the engine will be stopped, or if it is raced will start off with a jerk in the direction required.

On the other hand, if the lever is let off too late the extra load on the engine will probably bring it to a standstill. Being able to start from rest with smoothness and quietness on a steep gradient is a sign of a finished driver. The three operations—letting the clutch take up the drive, accelerating the engine, and freeing the brakes, should be looked upon as one, and not as three distinct performances.

"Lastly, if the life of the engine is considered of value, a driver should always run his engine for a minute or two before starting away—after the car has been left some time—in order to warm up, so that the bearings may receive a proper supply of lubricating oil."

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to the direction in which he wants to go. This can be easily done. The novice should practise first with the car stationary, until he finds that he can change his foot from accelerator to brake pedal while looking over his shoulder promptly and without fear of mistake. When the reverse gear is engaged, the driver should look well over the shoulder.

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BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.

BUICK.—The Dragon Motor Car Co., Ltd. 33 Wong Nai Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd. C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C. 2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

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G.M.C.—The Dragon Motor Car Co., Ltd. 33 Wong Nai Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

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"TYNDAREUS" 1st June Victoria, Vancouver & Seattle
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RADIO NOTICE

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS.

| From | To | Per |
|---|-------------------|-----|
| THURSDAY, MAY 30. | | |
| Shanghai & Amoy | Liangchow | |
| FRIDAY, MAY 31. | | |
| Japan, Shanghai & Europe via Siberia | London | |
| May 9-10 | Katori Maru | |
| Japan and Shanghai | Shidzuoka Maru | |
| Europe via Negapatam (Letters & papers) | | |
| London, 2nd May | Quarrington Court | |
| SATURDAY, JUNE 1. | | |
| U.S.A. Honolulu, Japan, Shanghai & Europe | | |
| via Siberia (London May 11) | President Polk | |
| Shanghai & Swatow | Sooshow | |
| Shanghai | Lahore | |
| Australia and Manila | St. Albans | |
| SUNDAY, JUNE 2. | | |
| Manila | Empress of France | |

OUTWARD MAILS.

| For | Per | |
|---|--------------|------------------------------|
| THURSDAY, MAY 30. | | |
| Samsui | Kochow | 4.30 p.m. |
| Saigon | Hafthor | 5 p.m. |
| FRIDAY, MAY 31. | Tjitaroem | 8.30 a.m. |
| Amoy | | |
| *Straits, *Ceylon, Mombasa, Lourenco Marques, & South Africa, Fort Bayard | Chicago Maru | 8.30 p.m. |
| Manila, Sandakan, Australia & New Zealand via Thursday Island | Tai Pac Sek | 1.30 p.m. |
| Swatow, Amoy and Foochow | Tanda | due Thursday Island June 15. |
| SATURDAY, JUNE 1. | | |
| Japan and *Victoria, B.C. | Parcels | May 31, Noon |
| | Registration | 1.45 p.m. |
| | Letters | 2.30 p.m. |
| | Hayang | 1 p.m. |

| | | |
|---------------------------|--------------------------------|-------------------|
| Swatow, Amoy and Foochow | Tyndareus | |
| SATURDAY, JUNE 1. | (Due Victoria, B.C., June 25.) | |
| Japan and *Victoria, B.C. | Registration | June 1, 9.45 a.m. |
| | Letters | 10.30 a.m. |

| | | |
|--|----------------|---------------------------|
| Strait, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt, and Europe via Marseilles | Katori Maru | (Due Marseilles, July 1.) |
| | K.P.O. | |
| | Registration | June 1, 10 a.m. |
| | Letters | 10 a.m. |
| | G.P.O. | |
| | Registration | June 1, 10.45 a.m. |
| | Letters | 11.30 a.m. |
| | Antung | 5 p.m. |
| | President Polk | 5 p.m. |

| | | | |
|---------|---------|--------------|--------|
| Amoy | JUNE 2. | Liangchow | 9 a.m. |
| Manila | | Kiangsu Maru | 9 a.m. |
| Foochow | | Hozan Maru | 9 a.m. |

*Correspondence bearing vessel's name only.

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UP-TO-DATE FLYING

A TRANS-ATLANTIC RACE ARRANGED

YELLOW BIRD v. GREEN FLASH

Old Orchard, Maine, Yesterday.

The French aeroplane "Yellow Bird," piloted by Lotti and Leferve, and the American machine "Green Flash," piloted by Captain Lewis Yancey, and navigated by Mr. Roger Williams, are engaging in a trans-Atlantic race.

The former left for Paris at 9.57 this morning (American time), but returned and landed at 10.16.

The "Yellow Bird" weighs 4½ tons and the "Green Flash" two tons.

Minor Mishaps

The third member of the "Yellow Bird's" crew, Assolant, states that the return was due to engine vibration causing a leak in the fuel tank in the fuselage, releasing a quantity of petrol.

The flyers decided to dump the fuel and return.

The wheel of the "Green Flash" stuck in the mud in taking off.—Reuter's American Service.

French Flight

Teheran, Yesterday. Arachard and Rigneau have arrived.—Reuter.

"RED" DEPUTIES

SENTENCES ON MARTY AND DORIOT CONFIRMED

ARPEAL COURT'S ACTION

Paris, Yesterday.

The Court of Appeal has confirmed the conviction of the Communist Deputy, Marty, for inciting to military disobedience and murder in an article in the extremist newspaper "Humanite," but reduced the sentence from 4 years' to two years' imprisonment.

The sentence of three years' imprisonment imposed on the Communist Deputy, Doriot, on a similar charge was confirmed.—Reuter.

DUKE OF YORK

CONGRATULATES CHURCH OF SCOTLAND ASSEMBLY

WHAT HIS HIGHNESS HOPES

London, Yesterday. In closing his address to the Church of Scotland Assembly, today, the Duke of York congratulated the Church on the acceptance of the scheme of union with the United Free Church, which has been a feature of the Assembly.

His Royal Highness expressed the hope that union would bring increased strength and resources and would open up fresh avenues of service.—British Wireless Service.

LEFTISTS TO RETURN

Shanghai, Yesterday.

That section of the Nationalist Party supporting Mr. Wang Ching-wei (i.e., the Leftists and Extremists) has turned down the overture of Marshal Chiang Kai-shek's faction for a union against Feng Yu-hsiang and the Kwangsi faction, according to information given out by a friend of Mr. Wang Ching-wei.—Nan Chung Kuo News Service.

A new British deck-landing fighter aeroplane has been chosen by the Japanese Navy.

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